

**Planning Commission
Technical Advisory Committee
& Planning Commission**

**The Cliff Morton Development and Business Services Center
1901 S. Alamo
Training Rooms "A & B"**

≈ January 16, 2008 ≈

**12:00 P.M.
Lunch to be served**

PRELIMINARY ITEMS

1. 12:00 P.M. – Call to Order
2. Roll Call

OTHER ITEMS

3. Presentation and discussion concerning amendments to the Unified Development Code (UDC): Article II. "Use Patterns," to add Section 35-209 related to "Form Based Development", and amending the Table of Contents, UDCII:1; and Article III. "Zoning," to add Section 35-357 pertaining to "Form Based Zoning District," and amending the Table of Contents, UDC III:2. (Department of Planning and Community Development)
4. Consideration of the minutes for the September 28, 2007 Planning Commission Technical Advisory Committee meetings.
5. Executive Session: consultation on attorney-client matters (real estate, litigation, contracts, personnel, and security matters) as well as any of the above agenda items may be discussed.
6. Questions and Discussion
7. **ADJOURNMENT**

For additional information concerning UDC amendments contact Trish Wallace at (210) 207-0217 or patricia.wallace@sanantonio.gov or Nina Nixon-Mendez at (210) 207-2893 or Nina.Nixon-Mendez@sanantonio.gov, for information concerning the schedule or meeting location contact Jasmin Moore at (210) 207-0142 or jasmin.moore@sanantonio.gov

THE CLIFF MORTON DEVELOPMENT AND BUSINESS SERVICES (DBS) CENTER, LOCATED AT 1901 SOUTH ALAMO STREET IS WHEELCHAIR-ACCESSIBLE. ACCESSIBLE PARKING IS LOCATED AT THE FRONT OF THE BUILDING. AUXILIARY AIDS AND SERVICES ARE AVAILABLE UPON REQUEST. INTERPRETERS FOR THE DEAF MUST BE REQUESTED AT LEAST 48 HOURS PRIOR TO THE MEETING BY CALLING (210) 207-7245 VOICE/TDD.



AN ORDINANCE 2007-12-06-1248

AMENDING CHAPTER 35, UNIFIED DEVELOPMENT CODE, OF THE CITY CODE OF SAN ANTONIO, TEXAS, BY AMENDING AND ADOPTING PROVISIONS FOR A NEW ZONING DISTRICT NAMED FORM BASED ZONING DISTRICT "FBZD" AND PROPOSING THE APPLICATION OF SUCH DISTRICT BE LIMITED TO THE AREA BOUNDED ON THE NORTH BY INTERSTATE HIGHWAY 410 SOUTH, ON THE EAST BY INTERSTATE HIGHWAY 37, ON THE SOUTH BY A LINE 1350 FEET SOUTH OF THE MEDINA RIVER, AND ON THE WEST BY INTERSTATE HIGHWAY 35, SAVE AND EXCEPT THE AREA KNOWN AS SOUTHSIDE STUDY AREA 5 DISANNEXED BY ORDINANCE NO. 2007-02-08-0150, PROVIDED THAT THE AREA KNOWN AS SOUTHSIDE STUDY AREA 7 ANNEXED BY ORDINANCE NO. 2007-10-18-0013R SHALL BE INCLUDED.

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WHEREAS, the San Antonio City Council adopted the revised Unified Development Code on May 3, 2001 and reenacted the Unified Development Code, 2005 Edition on September 22, 2005; and

WHEREAS, a public hearing was held on November 20, 2007 by the Zoning Commission allowing all interested citizens to be heard; and

WHEREAS, City staff has recommended approval of those amendments pertaining to adopting provisions for a new zoning district named Form Based Zoning District "FBZD"; and

WHEREAS; City Council has determined that the form based zoning district should be adopted for implementation within the City South area; **NOW THEREFORE**,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

SECTION 1. The City Code of San Antonio, Texas is hereby amended by adding the language that is underlined (added) and deleting the language that is stricken (~~deleted~~) to the existing text as set forth in this Ordinance.

SECTION 2. Chapter 35, Article II is amended by adopting Section 35-209 to the City Code of San Antonio, Texas as follows:

SECTION 35-209

SECTION (a) STATEMENT OF PURPOSE

SECTION (b) GENERAL TO ALL PLANS

- (1) AUTHORITY
- (2) APPLICABILITY
- (3) PROCESS
- (4) VARIANCES
- (5) INCENTIVES

SECTION (c) SECTORS

- (1) INSTRUCTIONS
- (2) TRANSFER OF DEVELOPMENT RIGHTS
- (3) (S1) PRESERVED OPEN SPACE SECTOR
- (4) (S2) RESERVED OPEN SPACE SECTOR
- (5) (S3) RESTRICTED GROWTH SECTOR
- (6) (S4) CONTROLLED GROWTH SECTOR
- (7) (S5) INTENDED GROWTH SECTOR
- (8) (S6) INFILL SECTOR
- (9) (SD) SPECIALIZED DISTRICT

SECTION (d) DEVELOPMENT PATTERNS

- (1) GENERAL
- (2) TRANSECT ZONES
- (3) DEVELOPMENT PATTERNS
- (4) DENSITY CALCULATIONS
- (5) DENSITY BONUS OPTIONS
- (6) ENVIRONMENTAL AND STORMWATER REQUIREMENTS
- (7) TREE PRESERVATION
- (8) STREETSCAPE REQUIREMENTS
- (9) CIVIC REQUIREMENTS
- (10) SPECIAL REQUIREMENTS

SECTION (e) INFILL DEVELOPMENT

- (1) GENERAL
- (2) DEVELOPMENT PATTERNS
- (3) TRANSECT ZONES
- (4) CIVIC REQUIREMENTS
- (5) SPECIALIZED DISTRICT
- (6) SPECIAL REQUIREMENTS

SECTION (f) BUILDING-SCALE PLANS

- (1) INSTRUCTIONS
- (2) SPECIFIC TO T1 & T2 ZONES
- (3) GENERAL TO T3 THROUGH T6
- (4) SPECIFIC TO T3 ZONES
- (5) SPECIFIC TO T4 ZONES
- (6) SPECIFIC TO T5 ZONES
- (7) SPECIFIC TO T6 ZONES

SECTION (g) GUIDELINES FOR TRANSIT, BICYCLE PARKING, AND ELEMENTARY SCHOOLS

SECTION (h) DEFINITIONS

SECTION (i) STANDARDS & TABLES

SECTION (a) STATEMENT OF PURPOSE

The purpose of these regulations is to enable, encourage and qualify the implementation of the following policies:

(a)(1) The Regional Scale and Sector Principles

- A. That natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and shorelines be retained.
- B. That development of non-contiguous to urban areas should be organized in the pattern of hamlets, neighborhoods or villages, and centers.
- C. That affordable housing shall be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
- D. That transportation corridors shall be planned and reserved in coordination with land use.
- E. That green corridors shall be used to define and connect the urbanized areas.
- F. That the region shall include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.
- G. That the region will not allow gated communities.

(a)(2) The Development Pattern Plan

- A. That Hamlets, Villages, and Regional Centers shall be compact, pedestrian-oriented and mixed-use.
- B. That Villages and Regional Centers shall be the preferred pattern of development and that districts specializing in single-use should be the exception.
- C. That ordinary activities of daily living shall occur within walking distance of most dwellings, allowing independence to those who do not drive.
- D. That interconnected networks of thoroughfares shall be designed to disperse and reduce the length of automobile trips.
- E. That within Villages, a range of housing types and price levels shall be provided to accommodate diverse ages and incomes.
- F. That building densities and land uses supportive of transit shall be provided within walking distance of transit stops and, similarly, appropriate transit options shall be available to support the intensity of land uses.
- G. That civic, institutional, and commercial activity shall be mixed, not isolated in remote single-use complexes.
- H. That schools shall be sized and located to enable children to walk or bicycle to them.

- I. That a range of open space including parks, squares, and playgrounds shall be distributed within neighborhoods and urban center zones.

(a)(3) The Block and the Building

- A. That buildings and landscaping shall contribute to the physical definition of thoroughfares as civic places.
- B. That development shall adequately accommodate automobiles while respecting the pedestrian and the spatial form of public space.
- C. That the design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.
- D. That architecture and landscape design shall grow from local climate, topography, history, and building practice.
- E. That buildings shall provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
- F. That civic buildings and public gathering places shall be provided at locations that reinforce community identity and support self-government.
- G. That civic buildings shall be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
- H. That the preservation and renewal of historic buildings shall be facilitated to affirm the continuity and evolution of society.
- I. That the harmonious and orderly evolution of urban areas shall be secured through graphic codes that serve as guides for change.

SECTION (b) GENERAL TO ALL PLANS

(b)(1) AUTHORITY

- A. Provisions of this section are adopted in the exercise of the power granted municipalities by these statutes and pursuant to the provision of Article 1, Section 3, paragraphs 9 and 13 of the Charter of the City of San Antonio.
- B. These regulations are adopted as one of the instruments of implementation of the public purposes and objectives of the adopted City of San Antonio Master Plan Policies. These regulations shall be applied toward properties that have the Form Based Zoning District designation.
- C. These regulations have been adopted by a vote of the City Council.
- D. These regulations have been adopted to promote the health, safety and general welfare of the City of San Antonio, Texas, and its citizens, including without limitation, protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of pedestrian environment, historic preservation, education and recreation, reduction in sprawl development and improvement of the built environment and human habitat.

(b)(2) APPLICABILITY

- A. Provisions of these regulations are activated by "shall" when required; and "may" when optional.
- B. The Unified Development Code continues to be applicable to issues not covered by these regulations except where these would conflict with the Form Based Use Pattern, in which case the conflict shall be resolved in favor of the Form Based Use Pattern.
- C. Terms used throughout these regulations shall take their commonly accepted meanings or as defined in the Definitions [Section 209(h)]. In the event of conflicts between these definitions and those of the Unified Development Code, these regulations shall take precedence.
- D. The Definitions of Terms contain regulatory language that is integral to these regulations.
- E. Unless otherwise indicated, all Section references in these regulations pertain to Chapter 35 of the Code of Ordinances for San Antonio, Texas.

(b)(3) PROCESS

- A. Sectors [defined geographically in Section 209(c)] permit Development Patterns [defined by extent and intensity in Section 209(d)], which are composed of Transect Zones [defined by the elements appropriate to them in Sections 209(f)].
- B. The City of San Antonio Department of Development Services shall include a Consolidated Review Committee (CRC) comprised of a representative from each of the various regulatory agencies and departments that have jurisdiction over the permitting of a project. The CRC shall provide a single interface between the developer and the agencies.
- C. An applicant may appeal a decision of the CRC to the Director of Development Services. Decisions of the Director of Development Services may be appealed by the Board of Adjustment [Section 209(f)] or Planning Commission [Section 209(d)].
- D. Should a violation of an approved plan occur during construction, the Director of Development Services has the right to require the owner or developer to stop, remove, and/or mitigate the violation, or to require the owner or developer to secure a Variance to cover the violation.

(b)(4) VARIANCES

- A. Variances shall be granted only by the Board of Adjustment or Planning Commission. Variances to Section (c) and Section (d)(1)(F), (d)(6), (d)(7), and (d)(8) shall be heard by the Planning Commission. All other variances shall be heard by the Board of Adjustment.
- B. The request for a Variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the issue under consideration.

(b)(5) INCENTIVES

The following incentives may be utilized in the application of these regulations:

1. The application may qualify for fee relief under the City's incentive tool kit program.
2. Through utilization of the Transfer of Development Rights Option or qualification under the Sustainable Design Option, density shall be increased to the levels indicated in Table 18.
3. A Traffic Study shall be required that indicates Trip Generation (Daily and Peak-Hour Volumes), Trip Distribution (Daily and Peak-Hour Volumes), and Level of Service Capacity. A Trip generation Worksheet is required at the time of Zoning. Mitigation shall not be required for Level of Service indicators reported in the Traffic Study.

SECTION (C) SECTOR ANALYSIS REPORT

(c)(1) INSTRUCTIONS

The Form Based Development Use Pattern is based on Regional Planning principles that incorporate six (6) sectors. These sectors are based on geographic characteristics (including but not limited to topography and transportation networks) of the planning area. The Sectors determine the Development Pattern(s) that are allowed.

The first two sectors are planned for little or no development and include Sector 1 (S1) Preserved Open Space, Sector 2 (S2) Reserved Open Space. The next three sectors are intended for varying intensity of development in greenfield areas. They include Sector 3 (S3) Restricted Growth, Sector 4 (S4) Controlled Growth, and Sector 5 (S5) Intended Growth. The last sector, Sector 6 (S6) Infill addresses infill conditions.

A Sector Analysis Report shall be required and utilized as one criteria for the approval of a Form Based Development District rezoning application. The Sector Analysis shall be prepared by the Director of Planning and Community Development.

The Sector Analysis Report shall utilize the sector principles set forth in Sections 209(c)(3) through (c)(9).

The Sector Analysis shall factor existing conditions (including, but not limited to, existing land use, location, parcel size, physical geography, and the Major Thoroughfare Plan) with respect to the Development Pattern requested.

The Sector Analysis Report shall be presented to the Zoning Commission with the application for rezoning to the Form Based Development District.

(c)(2) TRANSFER OF DEVELOPMENT RIGHTS

- A. A system for the gradual Transfer of Development Rights (TDR) from the S2 (Reserved Open Space Sector) to the S4 and S5 (Growth Sectors), or other areas identified within the City of San Antonio. The TDRs are available to exceed the allocated densities of the Development Patterns [Section 209(d)(4) and Table 209-18 (Summary Table)]. The TDR sending areas, the Reserve Sector, thereby become part of the Preserve Sector.

(c)(3) (S1) PRESERVED OPEN SPACE SECTOR

- A. The Preserve Sector shall consist of open space that is protected from development. The Preserve Sector includes areas under environmental protection by law or standard, as well as land acquired for conservation through purchase, by easement, or by transferred development rights.
- B. The Preserve Sector shall consist of the aggregate of the following categories:
 - 1. Surface Waterbodies
 - 2. Protected Wetlands
 - 3. Protected Habitat
 - 4. Riparian Corridors
 - 5. Acquired or Dedicated Open Space
 - 6. Conservation Easements
 - 7. Transportation Corridors
 - 8. Residual to Hamlet
- C. No building shall be placed or excavation shall be conducted within the Preserve Sector provided, however, that rights-of-way for trails, any streets needed to provide access to the property and water, sewer, electric, or cable lines may be cleared. The Preserve Sector may be used for passive recreation.

(c)(4) (S2) RESERVED OPEN SPACE SECTOR

- A. The Reserve Sector shall consist of open space that should be, but is not yet, protected from development, as well as open space reserved for future development.
- B. The Reserve Sector shall consist of the aggregate of the following categories:
 - 1. Flood Plain
 - 2. Steep Slopes
 - 3. Open Space to be Acquired
 - 4. Corridors to be Acquired
 - 5. Buffers to be Acquired
 - 6. Woodland
 - 7. Farmland
 - 8. Viewsheds
- C. The Reserve Sector is the Transferable Development Rights (TDR) sending area, available for the gradual transfer of development rights to New Development Patterns in the three Growth Sectors or other areas identified within the City of San Antonio. The TDRs shall be available to be used to exceed the

allocated densities of the Development Patterns [Section 209(d)(4) and Table 209-18]. Areas where development rights have been transferred from the Reserve Sector, become integral to the Preserve Sector (S1).

(c)(5) (S3) RESTRICTED GROWTH SECTOR

- A. The Restricted Growth Sector shall be appropriate to those areas that have physical conditions suitable to Agricultural and Agriculturally related uses. Development within these areas shall be compatible with the viability of adjacent agriculture and agriculturally related uses.
- B. Within the Restricted Growth Sector, Hamlets shall be permitted by right. Hamlets consist of no more than one Standard (1/4-mile radius) Pedestrian Shed with that portion of its site assigned to the T1 Natural or T2 Rural Zones as specified in Section 209(d)(3)(A).

(c)(6) (S4) CONTROLLED GROWTH SECTOR

- A. The Controlled Growth Sector shall be appropriate to those locations where development is encouraged, as it can support mixed-use by virtue of proximity to a thoroughfare.
- B. Within the Controlled Growth Sector, Villages shall be permitted by right, as well as Hamlets. Villages consist of one or several Standard Pedestrian Sheds as specified in Section 209(d)(3)(B).

(c)(7) (S5) INTENDED GROWTH SECTOR

- A. The Intended Growth Sector shall be appropriate to those locations planned for high-capacity thoroughfares (or transit) that can thereby support a substantial commercial program.
- B. Within the Intended Growth Sector, communities in the pattern of Regional Centers, as well as Villages shall be appropriate. Regional Centers consist of one Long Pedestrian Shed as specified in Section 209(d)(3)(C). Villages may be freestanding or may adjoin a Regional Center without buffer requirements.

(c)(8) (S6) INFILL SECTOR

- A. The Infill Sector shall be appropriate for existing areas of development, that over time, have produced opportunities for infill of vacant lots, redevelopment of existing buildings, and/or a change in the predominant pattern of uses permitted.
- B. The Infill Sector shall be analyzed within a larger context of the immediate Pedestrian Shed as well as the larger regional environment in which it exists.
- C. Within the Infill Sector, there are two Development Pattern options: the Infill Village and the Infill Regional Center. A Pedestrian Shed Analysis shall be conducted by the Director of Planning and Community Development to determine which pattern is most appropriate.
- D. An Infill Village shall be assessed within the context of a Standard Pedestrian Shed (1/4 mile radius). An Infill Regional Center shall be assessed within the context of a Long Pedestrian Shed (1/2 mile radius).

(c)(9) (SD) SPECIALIZED DISTRICT

- A. Specialized District designations shall be appropriate to areas that, by their intrinsic function, cannot conform to one of the Development Patterns specified in this Section.
- B. The standards determined for Specialized Districts shall be recorded on Table 209-19.
- C. Specialized Districts shall be limited to one use and related ancillary uses.

SECTION (D) DEVELOPMENT PATTERNS

(d)(1) GENERAL

- A. Development Patterns shall correspond to Sectors and be planned according to the provisions of these regulations.
- B. The design of the Development Pattern shall connect and continue thoroughfares; bike trails; green corridors; and historic/archeological surveys on adjacent developments, master plans, and plats as determined by the CRC.
- C. Each Development Pattern, according to its type, and to existing conditions, shall be structured as one or several Pedestrian Sheds as specified in Section 209(d)(3). The Pedestrian Shed shall determine the approximate boundaries and centers of the Development Pattern.
- D. Transect Zones and densities shall be allocated as specified in Table 209-18, while accommodating the environmental requirements as specified in Section 209(d)(6).
- E. Remnants of the site outside the Pedestrian Sheds be allocated as Natural Zones (T1), Rural Zones (T2), Sub-Urban Zones (T3), or as Civic Space (CS). Remnants assigned to a T-Zone may not constitute more than 10% of the overall size of the Pedestrian Shed.
- F. The thoroughfare network shall be laid out according to the provisions of Section (d)(8) and Table 209-6.
- G. Civic requirements shall be provided according to Section 209(d) (9).
- H. Special Requirements described in Section 209(d)(10) may be designated on the Development Pattern by the applicant.
- I. Overhead utility lines are not permitted within Hamlets, Villages and Regional Centers, unless located in the rear of lots.
- J. Public Frontage Streetscape Trees shall avoid placement within utility easements.

(d)(2) TRANSECT ZONES

Transect Zones shall be constituted of the elements described in Table 209-3 (Transect System Illustrated), 209-3 (Transect Zone Descriptions) and 209-18 (Summary). Each Development Pattern requires a minimum of three transects.

(d)(3) DEVELOPMENT PATTERNS

A. Hamlets

1. Hamlets are Development Patterns of at least 20 contiguous acres within the S3 Restricted Growth Sector and S4 Controlled Growth Sector.
2. A Hamlet shall consist of no more than one Standard Pedestrian Shed (1/4-mile radius) including T1 and/or T2, T3, and T4 Zones as specified in Table 209-18. A minimum of 50% of the parcel shall be allocated to a Natural or Rural Zone (T1 & T2).

B. Villages

1. Villages are Development Patterns of at least 80 contiguous acres appropriate within the S4 Controlled Growth Sector and S5 Intended Growth Sector.
2. The simultaneous planning of adjacent parcels is encouraged.
3. A Village shall consist of one Standard Pedestrian Shed (1/4-mile radius) including T3, T4 and T5 Zones as specified in Table 209-18. Larger sites shall be designed and developed as multiple Pedestrian Sheds, each with the individual Transect Zone requirements of a Village as specified in Table 209-18 (Summary).
4. Villages shall be designated as Transit-Oriented Development (TOD) if they are planned for, or have access to, a High Capacity Transit Corridor (Light Rail or Bus Rapid Transit) within 1/4 mile. TOD shall reduce parking requirements by 30%.

C. Regional Centers

1. Regional Centers are Development Patterns appropriate within S5, the Intended Growth Sector.
2. The minimum developable area of a site to be planned as a Regional Center shall be 160 acres. The simultaneous planning of larger and adjacent parcels is encouraged.
3. A Regional Center shall be limited to one Long Pedestrian Shed (1/2 mile radius) including T4, T5 and T6 Zones as specified in Table 209-18, and may be adjoined without buffers by one or several Standard Pedestrian Sheds with the individual Transect Zone requirements of a Village as specified in Table 209-18 (Summary).
4. Regional Centers shall be designated as Transit-Oriented Development (TOD) if they are planned for, or have access to, a High Capacity Transit Corridor (Light Rail or Bus Rapid Transit) within 1/4 mile. TOD may reduce parking requirements by 30%.

D. Infill Development

1. The Infill Village and Infill Regional Center are Development Patterns appropriate within the S6, Infill Sector.
2. Infill Village

The Infill Village shall be within the context of a Standard Pedestrian Shed. The minimum site that may be designated an Infill Village shall be 15 acres.

3. Infill Regional Center

The Infill Regional Center shall be within the context of a Long Pedestrian Shed. The minimum site that may be designated an Infill Regional Center shall be 25 acres.

4. Transit-Oriented Development

Infill Villages and Infill Regional Centers shall be designated as Transit-Oriented Development (TOD) if they are planned for, or have access to, a High Capacity Transit Corridor (Light Rail or Bus Rapid Transit) within 1/4 mile. TOD may reduce parking requirements by 30%.

(d)(4) DENSITY CALCULATIONS

- A. The Developable Areas of the site shall be considered the Net Site Area within Transect Zones T3, T4, T5, and T6. The Net Site Area shall include thoroughfares but not land allocated to Civic functions. The Net Site Area shall be allocated to these Transect Zones according to the parameters specified in Table 209-18 (Summary).
- B. The Overall Density shall be calculated in terms of housing units as specified for the area of each Transect Zone by Table 209-18.
- C. The overall density of the development may be increased by the purchase of Development Rights or exercising the Sustainable Design option. When a density bonus is granted, the units allowed per acre in Table 209-18 become minimums. Maximum densities are not prescribed. For the purposes of calculating the exchange of residential base units to other functions, the minimum density allowed per acre shall be used. They are prescribed as follows: four (4) units/acre for T3, eight (8) units/acre for T4, twelve (12) units/acre for T5, and sixteen (16) units/acre for T6.
- D. When a density bonus is not utilized, the units per acre allowed in Table 209-18 are maximums. The units in Table 209-18 shall be used to calculate the exchange of residential base units to other functions.
- E. The resulting density is calculated in housing units. The housing units shall be exchanged for a combination of other functions at the following rates:
 - 1. For Lodging: 1-3 bedrooms for each unit of Overall Density
 - 2. For Office or Retail: 750-1500 square feet for each unit of Overall Density.

(d)(5) DENSITY BONUS OPTIONS

A. Transfer of Development Rights

When Transfer of Development rights are purchased, the density bonus shall apply to the receiving area.

B. Sustainable Design Option

1. The Sustainable Design Option requires compliance with two components:
 - a. Housing Mix Requirement, and
 - b. Sustainable Design Option Point System
2. When the Sustainable Design option is utilized the density bonus applies to the entire Development Pattern.

C. Housing Mix Requirement

1. From the list of Residential Types [Table 209-5B], for each Development Pattern the following residential housing mix shall be required for each applicable Transect:
 - a. T1 – Not applicable
 - b. T2 – Not Applicable
 - c. T3 – At least three (3) residential types (each must be at least 5% of total units of the Transect)
 - d. T4 -- At least four (4) residential types (each must be at least 5% of total units of the Transect)
 - e. T5 -- At least four (4) residential types (each must be at least 5% of total units of the Transect)
 - f. T6 – No minimum mix required
2. Phasing
 - a. Projects exercising the Sustainable Design Option shall commence construction of the mixed housing types according the phase or acreage indicated below. Building permits shall not be issued for projects that do not meet the thresholds below. Phases of construction shall correspond with the phasing of the Master Development Pattern Plan and Plat approvals.
 - b. In T3, the second of three residential types shall be commenced by the second phase of construction, or when more than 20 acres (excluding civic space and trails) have been developed within the Development Pattern, whichever occurs first. The third residential type shall be commenced by the third phase of construction, or when more than 40 gross acres have been developed within the Development Pattern, whichever comes first.
 - c. In T4 and T5, the second of four residential types shall be commenced by the second phase of construction, or when more than 20 acres (excluding civic space and trails) have been developed within the Development Pattern, whichever occurs

first. The third and fourth residential type shall be commenced the third phase of construction, or when more than 40 gross acres have been developed within the Development Pattern, whichever comes first.

D. Sustainable Development Option Point System

To qualify for the Density Bonus, a minimum of sixteen (16) points are required from the Sustainable Development Option Point System (Table 209-5). The CRC shall determine if a Development Pattern meets the standards of Table 209-5.

(d)(6) ENVIRONMENTAL and STORMWATER REQUIREMENTS

A. General

1. Transect Zones manifest a range of natural and urban conditions. In case of conflict, the natural environment shall have priority in the more rural zones (T1-T3); the built environment shall have priority in the more urban zones (T4-T6).
2. There shall be three classes of Waterways classified according to the size of their contributing Drainage Area (DA). The Drainage Area for Class I is greater than five (5) square miles ($DA > 5 \text{ mi}^2$); Class II is between 1.5 and 5 square miles ($1.5 \text{ mi}^2 < DA < 5 \text{ mi}^2$); and Class III is less than 1.5 square miles ($DA < 1.5 \text{ mi}^2$). Each Waterway classification generates a Streamside Corridor subject to a standard for crossing and protection of its riparian condition as specified below for each Transect Zone.
3. There shall be wetlands subject to a standard of restoration, retention and mitigation as specified below for each Transect Zone.

B. Specific to Natural and Rural Zones (T1-T2)

1. Within T1 and T2 Zones the encroachment and modification of natural conditions listed in Sections 209(c)(3)(B) and (c)(4)(B) shall be limited according to Local, State and Federal guidelines.
2. The Riparian Corridors shall extend a specific distance from each side of the centerline of the watercourse, or the limits of 100 year City of San Antonio (CoSA) ultimate floodplain, whichever is greater. Class I Waterways shall extend at 150 feet from the Centerline; Class II shall extend 100 feet; and Class III shall extend 50 feet. Riparian Corridors shall be maintained free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by Variance only.
3. Wetlands shall be retained and restored if in degraded condition. Additional buffers shall be maintained at 100 ft for class I and II. Wetland buffers shall be free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by Variance only.
4. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 209-18.

5. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

C. Specific to Sub-Urban Zones (T3)

1. Within T3 Zones the continuity of the urbanized areas shall be subject to the precedence of the natural environmental conditions listed in Sections 209(c)(3)(B) and (c)(4)(B). The alteration of such conditions shall be limited according to Local, State and Federal guidelines.
2. The Riparian Corridors shall extend a specific distance from each side of the centerline of the watercourse, or the limits of 100 year City of San Antonio (CoSA) ultimate floodplain, whichever is greater. Class I Waterways shall extend 150 feet from the Centerline; Class II shall extend 100 feet, Class III has no additional extension. These Riparian Corridors shall be maintained free of structures, except that Thoroughfare crossings may be allowed over Class I and II Waterways and Class III Waterways may be modified upon review and approval of the Floodplain Administrator.
3. Wetlands shall be retained and restored if in degraded condition. Buffers shall be maintained at 50 feet. Buffers shall be free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by Variance.
4. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 209-18.
5. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

D. Specific to General Urban Zones (T4)

1. Within T4 Zones the continuity of the urbanized areas should take precedence over the natural environmental conditions listed in Sections 209(c)(3)(B) and (c)(4)(B). The alteration of such conditions, where necessary, may be mitigated on or off-site utilizing the best management practice suggestions from the Light Imprint Storm Drainage (Table 209-20). The determination for modification and mitigation shall be made upon review and approval of the Floodplain Administrator.
2. Riparian Corridors of all classes of Waterways may be crossed by thoroughfares as required by the thoroughfare network.
3. Wetlands shall be retained and maintained free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed upon review and approval of the Floodplain Administrator.
4. Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 209-18.
5. Storm water management on thoroughfares and lots shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lots.

E. Specific to Urban Center Zones (T5)

1. Within T5 Zones the continuity of the urbanized areas shall take precedence over natural environmental conditions listed in Sections 209(c)(3)(B) and (c)(4)(B). The alteration of such conditions, where necessary, may be mitigated off-site. The determination shall be made upon review and approval of the Floodplain Administrator.
2. The Riparian Corridors of all classes or Waterways may be embanked and crossed by thoroughfares as required by the thoroughfare network.
3. Class I and II Wetlands may be modified if mitigated on or off-site utilizing utilizing the best management practice suggestions from the Light Imprint Storm Drainage (Table 209-20). Thoroughfare crossings shall be allowed by Right.
4. Impermeable surface shall be confined to the ratio of lot coverage, as specified in Table 209-18.
5. Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lot.

F. Specific to Urban Core Zones (T6)

1. Within T6 Zones the continuity of the urbanized areas shall take precedence over the natural environmental conditions listed in Sections 209(c)(3)(B) and (c)(4)(B). The alteration of such conditions, where necessary, shall not require off-site mitigation. The determination shall be made upon review and approval of the Floodplain Administrator.
2. The Riparian Corridors of all classes of Waterways may be embanked and crossed by Right or enclosed by thoroughfares as required by the thoroughfare network.
3. Class I and II Wetlands may be altered by Right not requiring off-site mitigation. Thoroughfare crossings shall be allowed by Right.
4. Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 209-18.
5. Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention and detention required on the individual lot.

(d)(7) TREE PRESERVATION

Tree Preservation shall be in accordance with Section 35-523. Whereas Section 35-523(e) designates minimum tree preservation requirements by use (35% for single-family uses and 40% for multi-family and commercial uses), the Form Based Development Use Pattern shall require them by Development Pattern. The tree preservation minimum shall be 35% for Hamlets and Villages, and 40% for Regional Centers

(d)(8) STREETSCAPE REQUIREMENTS

A. General

1. All thoroughfares shall be accessible to the public including pedestrians, bicycles and automobiles as accommodated by the thoroughfare type.
2. Thoroughfares shall be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. Thoroughfares that pass from one Transect Zone to another shall adjust their Public Frontages accordingly or, alternatively, the Transect Zone may follow the trajectory of the thoroughfare to the depth of one lot, retaining a single public frontage throughout its trajectory.
3. Within the more rural Zones (T1 through T3) pedestrian comfort shall be a secondary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be generally decided in favor of vehicular mobility.
4. Within the more urban Transect Zones (T4 through T6) pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

B. Thoroughfares

1. Thoroughfares shall be assembled according to Design Speed (Table 209-6A), Curb Radius (Table 209-6B), Turning Radius (Table 209-6C), Parking (Table 209-6D), and Public Frontages (Table 209-6E). Examples of Thoroughfare assemblies are illustrated in Table 209-6F.
2. Block Size. The thoroughfare network shall be designed to define blocks not exceeding the maximum size prescribed in Table 209-18. The size shall be measured as the sum of lot frontage lines.
3. Connectivity. All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs may be permitted only by variance and shall be justified by natural site conditions.
4. Lot Orientation to Street. Lots shall enfront a vehicular thoroughfare, except that 25% of the lots within each Transect Zone may enfront a pedestrian path, green, or conservation area provided the Third Place shall front a public street.
5. B-Grid. Thoroughfares along a designated B-Grid may be exempted from one or more the specified public or private frontage requirements as indicated in Section 209(d)(10)(A)(1).
6. Bicycle Network. A bicycle network consisting of lanes, routes and Multi-Use Paths should be provided throughout as defined in Table 209-7 and Section 209(d)(8)(C). The community bicycle network should be connected to existing or proposed sector networks in accordance with the San Antonio-Bexar County Regional Bicycle Master Plan.
7. Transit. The street network shall be designed to facilitate the movement of transit vehicles between centers of activity. Boulevards with a dedicated transit lane may be utilized to connect high traffic areas.
8. School Bus. Transit shall be coordinated with School Bus Routes.

C. Bicycle and Pedestrian Path Connectivity (green corridor).

1. An overall integrated bicycle network must be established on the Development Pattern Plan and shall consist of bicycle lanes (permitted on Standard Streets, Commercial Streets, Boulevards, and Avenues); bicycle routes (permitted on Rural Roads and Parkways); and multi-use paths on roadways where adequate separation from vehicle lanes is possible or through parks and linear creekways. The placement of bike lanes shall be coordinated at the Master Development Pattern Plan level with the CRC and the Bicycle Coordinator to provide connection to neighborhoods, schools, universities, retail, community centers, and civic spaces. Bike facilities shall be designed and construction in accordance with the AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities and the Texas MUTCD (Manual on Uniform Traffic Control Devices).
2. Bicycle parking shall be provided free and nearby major destinations within each Transect Zone. All bicycle parking shall be secure and visible. Short Term and Long Term Parking shall be required in T4, T5, and T6. Short Term Parking shall be adequate, prevalent, visible, and convenient to entrances. Long Term Parking shall be covered or indoors (such as under stairways, at the end of hallways, basements, or unused areas of parking structure).
3. The Standards for bicycle parking shall be found in Section 209(g).

D. Public Frontages

1. Public frontages shall be designed as shown in Tables 209-6E and 209-6F and 209-6G and allocated within Transect Zones as specified in Table 209-18.
2. Within the public frontages, the prescribed type of street trees and street lights shall be as shown in Table 209-6 (Public Frontage), 209-8 (Street Lights), 209-21 (Street Trees) and 209-18 (Summary).

E. Public Frontages by Transect

1. The Public Frontage in T1 and T2 (Table 209-6 and 209-18) shall include trees of various species, naturalistically clustered, as well as understory. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Table 209-21).
2. The Public Frontage in T3 (Table 209-6 and 209-18) shall include trees of various species (no more than 25% of any single species), naturalistically clustered, as well as low maintenance understory. The overall number of trees shall be determined by the ratio of one tree per 50 linear feet lot frontage. The introduced landscape shall consist primarily of native species and shall be established by drip irrigation (Table 209-21). Single trees shall require a tree well of at least 100 square feet (e.g. 5' x 20'); Clustered tree wells shall be approved on a site by site basis. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the City Arborist.

3. The Public Frontage in T4 (Table 209-6 and 209-18) shall include trees of various species (no more than 25% of any single species), naturalistically clustered, or regularly spaced in allee pattern with shade canopies of a height that, at maturity, clears first floor owning but remains predominantly clear of building frontages. The overall number of trees shall be determined by the ratio of one tree per 50 linear feet lot frontage. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Table 209-21). Single trees shall require a tree well of at least 100 square feet (e.g. 5' x 20'). Clustered tree wells are also an option and shall be approved on a site by site basis. The number of trees required shall be reduced by 20% if understory is provided. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the City Arborist.
4. The Public Frontage in T5 (Table 209-6 and 209-18) shall include trees of various species (no more than 25% of any single species), naturalistically clustered, or regularly spaced in allee pattern with shade canopies of a height that, at maturity, clears first floor, but remains predominantly clear of building frontages. The overall number of trees shall be determined by the ratio of one tree per 50 linear feet lot frontage. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Table 209-21). Single trees shall require a tree well of at least 100 square feet (e.g. 5' x 20'); Clustered tree wells shall be approved on a site by site basis. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the City Arborist.
5. The Public Frontage in T6 (Table 209-6 and 209-18) shall include trees of various species (no more than 25% of any single species), naturalistically clustered, or regularly spaced in allee pattern with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building frontages. The overall number of trees shall be determined by the ratio of one tree per 50 linear feet lot frontage. The new landscape shall consist primarily of durable species tolerant of soil compaction (Table 209-21). Single trees shall require a tree well of at least 100 square feet (e.g. 5' x 20'); Clustered tree wells shall be approved on a site by site basis. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the City Arborist.

F. Specific to Specialized Districts

The standards for thoroughfares and public frontages within Specialized Districts shall be indicated on the Zoning Site Plan.

(d)(9) CIVIC REQUIREMENTS

A. General

1. Places for public use shall be required and designated on the Master Development Pattern Plan as Civic Spaces (CS), Civic Buildings (CB), and Civic Transit Zones (CT).
2. Civic Spaces are public sites permanently dedicated as Open Space (or Civic Space). Civic Spaces may not be dedicated to the City of San

Antonio Parks and Recreation Department unless specifically permitted by the Director of Parks and Recreation.

3. Civic Buildings are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, government, and municipal parking, or for a use approved by the City Council.
4. The ongoing construction and improvement of the required Civic Spaces and Buildings shall be supported by an annual assessment dedicated to this purpose and administered by a mandatory home or property owners association established by the developer under the Texas Property Code.
5. Civic Transit Zones are sites dedicated for Transit amenities including Bus Shelters, Park & Rides, and Transit Centers.

B. Civic Spaces (CS) Specific to T3-T6 Zones

1. Each Pedestrian Shed shall assign at least 5% of its urbanized area (T-3 through T-6) to Civic Spaces. The calculation shall include rights-of-way.
2. Civic Spaces may not occupy more than a total of 20% of the area of each Pedestrian Shed. A Civic Space requiring more than 20% of the Pedestrian Shed shall be subject to the creation of a Special District. [See Section 209(c)(9)].
3. Civic Spaces shall be designed as generally described in Table 209-9A and approved by the Consolidated Review Committee and allocated to zones as described in Table 209-18.
4. Main Civic Space. Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within 800 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing thoroughfare alignments or other circumstances justify it.
5. Playgrounds. Within 800 feet of every lot in residential use, a Civic Space designed as a playground shall be provided.
6. Each Civic Space shall have a minimum of 50% of its perimeter fronting a Thoroughfare, except greens which may have a minimum of 25% of its perimeter fronting a Thoroughfare.

C. Civic Buildings (CB) Specific to T3-T6 Zones

1. Meeting Hall. The developer shall covenant to construct a Meeting Hall or a Third Place in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding public frontage shall be equipped with a shelter and bench for a transit stop.
2. Elementary School. Each Development Pattern shall reserve a site for an elementary school. Hamlets shall be exempt from this requirement. Each elementary school should follow the guidelines set forth in Section (g). If a Master Development Pattern Plan includes more than one Development Pattern, a shared site that serves both Development Patterns is permissible. A plat may not be approved for a Development

Pattern that does not include a designated school site or reference a shared school site on an approved Master Development Pattern Plan. Although the school site may be used for Civic Space, it does not count toward the minimum 5% per Pedestrian Shed.

3. Child Care. One Civic Building lot suitable for a childcare building shall be reserved within each Pedestrian Shed. The Developer or the Community Council may organize, fund and construct an appropriate building as the need arises.
4. Civic Building sites shall not occupy more than 20% of the area of each Pedestrian Shed. A Civic Building requiring more than 20% of the Pedestrian Shed shall be subject to the creation of a Special District. [See Section 209(c) (9)].
5. Civic Building sites shall be located within or adjacent to Civic Spaces, or at the axial termination of significant Thoroughfares.
6. Civic Buildings shall not be subject to the standards of Section (f). The particulars of the design of Civic Buildings shall be subject to approval by the Director of Planning and Community Development upon review by the Historic Design and Review Commission and recommendation to issue or deny a certificate of appropriateness [in accordance with guidelines of Section 35-803].
7. Parking for Civic Functions shall be calculated per the standards of Table 526-3a and 3b of the Unified Development Code. On-street parking available along the frontage lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot. The required parking may also be provided within one-quarter mile of the site that it serves. Civic parking lots may remain unpaved if graded, compacted and landscaped.
8. Civic Buildings do not count toward the minimum 5% of Civic Space per Pedestrian Shed.

D. Civic Transit Zones (CT) Specific to T3-T6 Zones

1. Transit. A site shall be dedicated for at least one "Park & Ride", Transit Center, or Bus Shelter within each Pedestrian Shed. Park & Rides are permitted in T3 and T4. Transit Centers are permitted in T5 and T6. Bus Shelters are permitted in all T3, T4, T5, and T6. Bus shelters shall be located within close proximity to commercial and mixed use areas. Sites for transit do not count toward the minimum 5% of Civic Space per Pedestrian Shed.
2. The Guidelines for Transit routes and facilities can be found in Section 209(g). Transit locations and facilities are subject to approval by VIA as part of the CRC approval process.

C. Civic Zones Specific to T1 & T2 Zones

1. Civic buildings and spaces related to education, recreation and culture may be erected within T1 Natural and T2 Rural Zones by Variance.

2. Those portions of the T1 Natural and T2 Rural Zones that occur within a development parcel are an integral part of the Civic Space Zone and should conform to one or more of the types specified in Table 209-9A.

(d)(10) SPECIAL REQUIREMENTS

- A. A Development Pattern may designate the following special requirements:

1. **Differentiation of the thoroughfares as A-Grid and B-Grid.**

- a. Streets are classified as A-Grid or B-Grid. The Frontages assigned to the B-Grid shall not exceed 20% of the total length all Frontages within a Pedestrian Shed.
- b. Property fronting B-Grid streets allows the following exemptions to accommodate automobile-oriented uses:
 - i. Parking lots and garages may be allowed in the First or Second Lot Layer. [Streetscreens and liner buildings not required to mask parking facilities. Parking Lot Shading and Screening Requirements of the Unified Development Code [Section 35-511(c)(7) and (e)(3) shall apply].
 - ii. Drive-thru facilities permitted as indicated in Table 209-13B. The front building setback may be increased up to 15 feet by-right to allow for the safe flow of traffic.
 - iii. To allow for safe ingress and egress for Gas Stations, gas pump canopies may be used to calculate compliance with the maximum front setback requirement. The front building setback may be increased up to 15 feet by-right to accommodate the safe flow of traffic.

2. **Shop Fronts.** A designation for Mandatory or Recommended Retail Frontage requiring that a building provide a Shopfront at sidewalk level along the entire length of the frontage. The Shopfront shall be no less than 70% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 14 (Private Frontage). The first floor shall be confined to retail use through the depth of the First Lot Layer as illustrated in Table 209-10C (Lot Layers).

3. **Sidewalk Cover.** A designation for Mandatory or Recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 209-12 (Private Frontage).

4. **Common Lawn.** A designation for Mandatory or Recommended Common Lawn Frontage requiring that individual private lawns at frontages not be delineated with fences or hedges and thus read as a continuous lawn.

5. **Coordinated Public and Private Frontage.** A designation of Coordinated Streetscape Frontage, requiring that the Public and Private

Frontages be coordinated as a single, coherent landscape and paving design.

6. **Terminated Vista.** A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a type and character that responds to the location as approved by the Planning Director.
7. **Pedestrian Passage.** A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between buildings.

SECTION (e) INFILL DEVELOPMENT

(e)(1) GENERAL

- A. A Zoning Site Plan for Infill shall be required for the Infill Village and Infill Regional Center Development Pattern Plans.
- B. A Pedestrian Shed Analysis shall be prepared and submitted as a report to the Zoning Commission with the application for Rezoning to the Form-Based Development District. The Pedestrian Shed Analysis shall be prepared by the applicant or the Director of Planning and Community Development and shall be prepared in a process of public consultation.
- C. The Pedestrian Shed Analysis shall identify the Development Pattern appropriate based on existing conditions and intended evolution of the Pedestrian Shed area.
- D. The Zoning Site Plan for Infill shall include those items identified in Section 35-357(f)(2) [including, but not limited to: location of Pedestrian Sheds, location of Development Patterns, location of Transect Zones, and location of Street Network].

(e)(2) DEVELOPMENT PATTERNS

- A. Infill Village
 1. An Infill Village shall be assigned to neighborhood areas that are predominantly residential with one or more Mixed Use Corridors or centers. An Infill Village shall be mapped as at least one complete Standard Pedestrian Shed, which may be adjusted as a network, oriented around one or more existing or planned Common Destinations.
 2. The edges of an Infill Village should blend into adjacent neighborhoods and/or a downtown without buffers.
 3. An Infill Village shall include T3, T4, and T5 zones.
- B. Infill Regional Center
 1. An Infill Regional Center shall be assigned to downtown areas that include significant Office and Retail uses as well as government and other Civic institutions of regional importance. An Infill Regional Center shall be mapped as at least one complete Long or Linear Pedestrian

Shed, which may be adjusted as a Network Pedestrian Shed, oriented around an important Mixed Use Corridor or center.

2. The edges of an Infill Regional Center should blend into adjacent neighborhoods without buffers.
3. An Infill Regional Center shall include T4, T5, and T6 zones.

(e)(3) TRANSECT ZONES

- A. The Transect Zone standards for Infill Development shall be calibrated by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation.
- B. The calibration of Transect Zone standards and Building-Scale standards to reflect existing or intended conditions shall be documented, attached, and approved as part of the rezoning as Table 18B and Section (f)(8).

Table 18B shall be limited to:

1. Allocation of Zones
2. Base Residential Density
3. Block Size
4. Public Frontages
5. Civic Space
6. Lot Occupation
7. Setbacks
8. Building Disposition
9. Private Frontages
10. Building Height
11. Building Function

Section (f) (8) shall be limited to:

1. Building Disposition
2. Building Configuration
3. Building Function
4. Parking Standards
5. Architectural Standards
6. Landscape Standards
7. Sign Standards

- C. Unless otherwise indicated, the Transect Zones and Building-Scale Plans shall follow the standards set forth in Table 209-18 and Section 209(f).
- D. A Master Development Pattern Plan (MDPP) shall be submitted and approved for property zoned Form Based Development District before any building permits shall be issued.
- E. The Master Development Pattern Plan shall follow the standards set forth in Section 209(d), 209(f), and 209(g) and shall be in accordance with the provisions of Section 35-357(h).

(e)(4) CIVIC REQUIREMENTS

- A. General

1. Zoning Site Plans for Infill shall designate Civic Space Zones (CS), Civic Building Zones (CB), and Civic Transit Zones (CT) within each development pattern. No minimum allocation is required.
2. A Civic Space, Building, or Transect Zone shall be permitted if it does not occupy more than 20% of a Pedestrian Shed; otherwise it is subject to the creation of a Special District [See Section 209 (e)(5)].
3. Civic Zones shall follow the parking standards set forth in Section 209(d)(9)(C)(7).

B. Civic Space Zones (CS)

Civic Spaces shall be permitted in accordance with Table 209-9.

C. Civic Building Zones (CB)

Civic Buildings shall be approved in accordance with the standards of Section 209(d)(9)(C)(6).

(e)(5) SPECIALIZED DISTRICT

- A. An Infill Development may designate a Specialized District in accordance with Section 209(d)(9).

(e)(6) SPECIAL REQUIREMENTS

- A. An Infill Development may designate any of the Special Requirements listed in Section 209(d)(10).

SECTION (f) BUILDING-SCALE PLANS

(f)(1) INSTRUCTIONS

- A. The requirements described in this Section shall control the disposition, configuration and function of buildings, as well as their architectural, landscape, parking, signage and ambient standards. Special Requirements that appear on the Development Pattern shall be mandatory.
- B. Plan Submittals for the Master Development Pattern Plan, Plat, and Building Permit shall show adequate information to determine that each Development Pattern is in compliance with these regulations at each stage of permitting. The specific submittal requirements are outline in Section 35-357.

(f)(2) SPECIFIC TO NATURAL AND RURAL ZONES (T1 & T2)

Environmental Standards The modification of the natural conditions listed in Sections (c)(3)(B) and (c)(4)(B) shall be according to Local, State and Federal guidelines.

(f)(3) GENERAL TO T2-T6

- A. Building Disposition

1. Newly platted lots shall be dimensioned as shown graphically on the Master Development Pattern Plan addendum and platted or re-platted according to the standards of Table 209-18.
2. One principal building at the frontage, and one outbuilding to the rear of it, may be built on each lot as shown in Table 209-10.
3. Rear setbacks for outbuildings shall be as indicated on Table 209-18.
4. Buildings shall be disposed in relation to the boundaries of their lots according to Table 20-11 and Tables 209-18.
5. Lot coverage by building shall not exceed that shown in Table 209-18.
6. Facades shall be built parallel or tangent to the principal frontage line. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage. The other shall be the Reverse Frontage.
7. Buildings shall have their principal entrance on a frontage line.
8. Setbacks for principal buildings shall be as shown in Table 209-18. In the case of an infill lot, setbacks shall match one or the other of the existing adjacent setbacks.
9. In a parking structure or garage, each level counts as a single story regardless of its relationship to habitable stories.

B. Building Configuration

1. Private Frontage types shall be as described in Table 209-12 and allocated in Table 209-18.
2. Building heights shall be as described in Table 209-18.

C. Building Function

1. Buildings in each Transect Zone may be dedicated to functions described in Table 209-13.
2. The Functions specified in Table 209-13A shall be limited in Intensity by the Actual Parking available to meet the Parking Standards (Table 209-14). This shall constitute the Base Density.
3. The Base Density may be adjusted upward by adding the Actual Parking available for each of two functions within any pair of adjacent blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 14B). The result shall be the Effective Parking available for calculating the Adjusted Density.

D. Parking Standards

1. Vehicular parking shall be provided as required and adjusted for mixed-use as shown in Tables 20-14.

2. On-street parking available along the frontage lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.
3. The required parking may be provided within one-quarter mile of the site that it serves.
4. Parking lots shall be masked from the frontage by a liner building or Streetscreen as specified in Section (f) (3)(E)(1).

E. Architectural Standards

1. Streetscreens shall be made of brick or stucco on block to match the façade of the Principal Building as shown in Table 209-11 or a hedge or fence not to exceed 3.5 feet in height.
2. Windows shall use clear glass.
3. Openings above the first story shall not exceed 50% of the total building wall area, with each facade being calculated independently.

F. Landscape Standards

1. A minimum of 70 points are required for each site (see table below).
2. Street trees shall be of a type illustrated Table 209-21.

G. Sign Standards

1. One address number no more than 6 inches vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
2. One blade sign for each business may be permanently installed perpendicular to the facade. Such a sign shall not exceed a total of 4 square feet unless otherwise specified.
3. Encroachment. Freestanding signs will have a minimum 5-foot setback from ROW lines or a 15-foot setback from lot lines. Address Numbers. Numbers (not letters spelling numbers) shall be placed near the front door or front porch steps. Numbers shall be mounted to the door, the wall beside the door, the entablature, a square porch column or the top riser. Directional Signs. Parking Directional signs shall not exceed 4 square feet in area per side and 3 feet in height.
4. Off-site signs that are freestanding and detached are prohibited.
5. Configuration-

Band Signs. Band signs consist of a band of lettering across the entire width of the building. Band signs shall be a maximum of 36" tall, and the bottom of the band sign shall not be installed more than 12' or less than 8' above the sidewalk. Band signs may be front-lit with gooseneck lights.

Board Signs. Board signs consist of painted or vinyl graphics on a signboard attached flush with wall.

Window Signs Window Signs may be neon behind the glass, or, paint or vinyl applied directly to the glass. Neither shall be mounted on opaque sign boards. The height of any window sign is limited to 1/3 the height of the glass in the sash where the sign is installed, excluding muntins.

Painted Wall Signs. Painted wall signs shall be rectangular, oriented horizontally or vertically, and no larger in area than 2' by 2 times the building width.

Home-based Business Signs. Signs advertising a home-based business shall be wood, painted, and a maximum size of 4 square feet. Signs may have engraved, gold leaf letters and symbols. Signs may be mounted to a freestanding post, hung below a porch roof, or mounted to a building wall. Alternately, brass may be used for signs mounted to masonry building walls. One sign advertising a home-based business is permitted at each frontage.

Real Estate Sign. One real estate sign advertising a property for sale or rent may be displayed at each frontage, not to exceed 6 square feet.

(f)(4) SPECIFIC TO SUB-URBAN ZONES (T3)

A. Building Disposition

1. No portion of the Private Frontage may encroach the sidewalk.
2. Open porches may encroach up to 50% of the depth of the First Layer.
3. Balconies and bay windows may encroach up to 25% of the depth of the First Layer.
4. Facades shall be built parallel or tangent to the principal frontage line. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage. The other shall be the Reverse Frontage.
5. Buildings shall have their principal entrance on a frontage line

B. Building Configuration [See Section 209(f)(3)(B).]

C. Building Function [See Section 209(f)(3)(C).]

D. (T3) Parking Standards

1. Open parking areas shall be located at the Second and Third Lot Layers, except that driveway aprons and drop-offs may be located at the First Layer. Garages shall be located at the Third Layer as illustrated in Table 209-10. Parking areas in the Second Lot Layer shall only be internal, shall be a minimum of 60 feet from either intersection of the block face, and shall be masked from the frontage by a liner building or Streetscreen as specified in Section (f)(3)(E)(1).
2. Parking may be accessed from the frontage by means of a driveway.
3. Maximum Parking Ratios may be established by the CRC.

E. (T3) Architectural Standards

1. The facades on Retail Frontages shall be detailed as storefronts and glazed no less than 70% of the sidewalk-level story.
2. The exterior finish material on all facades shall be limited to brick, stone, wood siding, cement fiber siding, and/or stucco with the exception of cast and molded metal which can be used for detailing on storefronts.
3. Balconies and porches shall be made of painted wood/wood fiber composite.
4. Buildings shall have sloped roofs.
5. Fences, if provided, shall be at the Frontage Line as illustrated in Table 209-10. Fences at Lot Lines may be of painted wood board. Chain link may be used in Second and Third Layers provided that chain link is not installed on street frontage. Fences shall not exceed 4 feet in height in the First Layer and 6 feet in height in the Second and Third Layers. Solid fencing is not allowed in the First Layer.

F. (T3) Landscape Standards

1. A minimum of one tree shall be planted within the First Layer for each 30 feet of frontage line as illustrated in Table 209-10 and 209-12.
2. The First Lot Layer as shown in Table 209-10 shall consist of trees of various species, naturalistically clustered, as well as low maintenance understory.
3. The landscape installed shall consist primarily of native species (80%) and established by drip irrigation.

G. (T3) Sign Standards – T3 Specific

1. Signage may not be lit.
2. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows. Address Numbers. Numbers shall be metal, ceramic or paint.
3. Configuration-

Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of 5'. The top of the blade sign shall be between 9' and 12' above the sidewalk. The blade sign shall be 32" tall maximum. Blade signs shall be no more than 4' wide nor project more than 5' from the wall. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.
4. There shall be no signage permitted additional to that specified in this section.

(f)(5) SPECIFIC TO GENERAL URBAN ZONES (T4)

A. (T4) Building Disposition

1. Balconies, open porches, and bay windows may encroach up to 50% of the depth of the First Layer.
2. Loading docks, service entrances, and service yards shall be permitted on side and rear yards.
3. Facades shall be built parallel or tangent to the principal frontage line. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage. The other shall be the Reverse Frontage.
5. Buildings shall have their principal entrance on a frontage line.

B. (T4) Building Configuration [See Section 209(f)(3)(B).]

C. (T4) Building Function

1. Within the Long Pedestrian Shed of a Regional Center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty percent (30%) without increasing parking requirements cited in Table 209-14.
2. Accessory uses of Limited Lodging or Limited Office shall be permitted within an outbuilding.

D. (T4) Parking Standards

1. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
2. Maximum Parking Ratios may be established by the CRC.
3. All parking areas except for driveways shall be located at the Second or Third Lot Layer as illustrated in Table 209-10. Garages shall be at the Third Layer. Parking areas in the Second Lot Layer shall only be internal, shall be a minimum of 60 feet from either intersection of the block face, and shall be masked from the frontage by a liner building or Streetscreen as specified in Section (f)(3)(E)(1).

E. (T4) Architectural Standards

1. The facades on Retail Frontages shall be detailed as storefronts and glazed no less than 70% of the sidewalk-level story.
2. The exterior finish materials on all facades shall be limited to brick, stone, clapboard, cement fiber siding, and/or stucco with the exception of cast or molded metal which can be used for detailing on retail storefronts.
3. Balconies and porches shall be made of painted wood/wood composite or metal.
4. Buildings shall have sloped roofs.

5. Fences, if provided, shall be at the Frontage Line as illustrated in Table 209-10. Fences at Lot Lines may be of painted wood board. Chain link may be used in Second and Third Layers provided that chain link is not installed on street frontage. Fences shall not exceed 4 feet in height in the First Layer and 6 feet in height in the Second and Third Layers. Solid fencing is not allowed in the First Layer.

F. (T4) Landscape Standards

1. A minimum of one tree shall be planted within the First Layer for each 30 feet of frontage line as illustrated in Tables 209-10 and 209-12.
2. The First Lot Layer as shown in Table 209-10 shall be planted with trees. Lawn shall be permitted.
3. The landscape installed shall consist of 80% native species that are of tolerant of soil compaction and established by drip irrigation.

G. (T4) Sign Standards

1. Signage may be lit externally only with full-spectrum source.
2. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows. Address Numbers. Numbers shall be metal, ceramic or paint.
3. Configuration-

Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of 5'. The top of the blade sign shall be between 9' and 12' above the sidewalk. The blade sign shall be 32" tall maximum. Blade signs shall be no more than 4' wide nor project more than 5' from the wall. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.
4. There shall be no signage permitted additional to that specified in this Section.

(f)(6) SPECIFIC TO URBAN CENTER ZONES (T5)

A. (T5) Building Disposition

1. Stoops, lightwells, balconies, bay windows and terraces may encroach 100% of the depth of the First Layer.
2. Awnings, arcades, and galleries may encroach the sidewalk to within two (2) feet of the curb but must clear the sidewalk vertically by at least 8 feet.
3. Loading docks, service entrances, and service yards shall be permitted on side and rear yards.
4. Facades shall be built parallel to the principal frontage line along a minimum of 70% of its length on the setback shown in Table 209-18. In

the absence of a building along the remainder of the frontage line, a streetscreen shall be built co-planar with the facade.

5. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage. The other shall be the Reverse Frontage.

6. Buildings shall have their principal entrance on a frontage line.

B. (T5) Building Configuration

1. A first level residential function shall be raised a minimum of 2 feet from average sidewalk grade.

C. (T5) Building Function

1. Within the Long Pedestrian Shed of a Regional Center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty percent (30%) without increasing parking requirements cited in Table 14.

2. Accessory uses of Limited Lodging or Limited Office shall be permitted within an outbuilding.

3. First story retail shall be permitted throughout and shall be required at Mandatory Retail Frontages in accordance with Section 209(d) (10(A)(2).

D. (T5) Parking Standards

1. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.

2. Maximum Parking Ratios may be established by the CRC.

3. All parking areas shall be located at the Third Lot Layer as shown in Table 12C.

4. Parking shall have access from a rear alley.

5. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.

6. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.

E. (T5) Architectural Standards

1. The facades on Retail Frontages shall be detailed as storefronts and glazed no less than 70% of the sidewalk-level story.

2. The exterior finish materials on all facades shall be limited to stone, brick and/or stucco with the exception of cast and molded metal which can be used for detailing on storefronts.

3. Balconies, galleries and arcades shall be made of concrete, painted wood/wood composite or metal.
4. Buildings may have flat roofs enclosed by parapets or sloped roofs.
5. Streetscreens shall be located coplanar with the building facade line as shown in Table 209-10.

F. (T5) Landscape Standards

1. A minimum of one tree shall be planted within the First Layer for each 30 feet of frontage line as illustrated in Table 209-10 and 209-12.
3. The First Layer as shown in Table 209-10 shall be landscaped or paved to match the enfronting Public Frontage as shown in Table 209-6.
4. Trees shall be a species with shade canopies that, at maturity, remain clear of building frontages.
5. The landscape installed shall consist of 80% native species tolerant of soil compaction and established by drip irrigation.

G. (T5) Signage Standards

1. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows. Address Numbers. Numbers shall be metal, ceramic or paint.

2. Configuration-

Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of 5'. The top of the blade sign shall be between 9' and 12' above the sidewalk. The blade sign shall be 32" tall maximum. Blade signs shall be no more than 4' wide nor project more than 5' from the wall. No blade sign shall exceed 6 square feet. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.

Vertical Corner Signs. Vertical corner signs are permitted at the corners of blocks. They may project perpendicular from one side of the building or at a 45-degree angle to the corner.

Vertical corner signs shall be constructed of either signboards or metal, and they may be lit either with gooseneck lights or with surface neon. Vertical corner signs shall be mounted a minimum of 12' from the sidewalk, measured to the bottom of the sign. The height of the sign shall not exceed 10' in height. Vertical corner signs shall be mounted 12" maximum away from the exterior wall of the building and shall be a maximum of 3' wide.

3. A single external sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.

4. Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit.

(f)(7) SPECIFIC TO URBAN CORE ZONES (T6)

A. (T6) Building Disposition

1. Stoops, lightwells, balconies, bay windows and terraces may encroach 100% of the depth of the First Layer.
2. Awnings, arcades, and galleries may encroach the sidewalk to within two (2) feet of the curb but must clear the sidewalk vertically by at least 8 feet.
3. Loading docks, service entrances, and service yards shall be permitted on side and rear yards.
4. Facades shall be built parallel to the principal frontage line along a minimum of 80% of its length on the setback shown in Table 209-18G. In the absence of building along the remainder of the frontage line, a streetscreen shall be built co-planar with the facade.
5. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage. The other shall be the Reverse Frontage.
6. Buildings shall have their principal entrance on a frontage line.

B. (T6) Building Configuration [See Section 209(f)(3)(B).]

C. (T6) Building Function

1. Within the Long Pedestrian Shed of a Regional Center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty percent (30%) without increasing parking requirements cited in Table 209-14.
2. Ground floor retail shall be permitted throughout and shall be required at Mandatory Retail Frontages.

D. (T6) Parking Standards

1. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
2. Maximum Parking Ratios may be established by the CRC.
3. All parking areas shall be located at the Third Lot Layer as shown in Table 209-10.
4. Parking shall have access from a rear alley.
5. Pedestrian entrances to all parking lots and parking structures shall be directly accessed from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.

6. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.

E. (T6) Architectural Standards

1. The facades on Retail Frontages shall be detailed as storefronts and glazed no less than 80% of the sidewalk-level story.
2. The exterior finish materials on all facades shall be limited to stone, brick and/or stucco with the exception of cast and molded metal which can be used for detailing on retail storefronts.
3. Balconies, galleries and arcades shall be made of concrete, painted wood/wood composite or metal.
4. Buildings may have flat roofs enclosed by parapets, or sloped roofs.
5. Streetscreens shall be located coplanar with the facades as shown in Table 209-10.

F. (T6) Landscape Standards

1. The First Layer as shown in Table 209-10 and 209-12 shall be landscaped or paved to match the public frontage as shown in Table 209-6.
2. Trees shall be species with shade canopies that, at maturity, remain clear of building frontages.
3. Trees shall not be required in the First Layer (Table 209-10).
4. The species of landscape installed shall consist of 80% native species tolerant of soil compaction and established by drip irrigation.

G. (T6) Signage Standards

1. Signage may be lit externally only with full-spectrum source, unless otherwise specified.
2. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows. Neon shall be permitted as noted elsewhere. Address Numbers. Numbers shall be metal, ceramic or paint.
3. Configuration-

Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of 5'. The top of the blade sign shall be between 9' and 12' above the sidewalk. The blade sign shall be 32" tall maximum. Blade signs shall be no more than 4' wide nor project more than 5' from the wall. No blade sign shall exceed 8 square feet. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.

Vertical Corner Signs. Vertical corner signs are permitted at the corners of blocks. They may project perpendicular from one side of the building or at a 45-degree angle to the corner.

Vertical corner signs shall be constructed of either signboards or metal, and they may be lit either with gooseneck lights or with surface neon. Vertical corner signs shall be mounted a minimum of 12' from the sidewalk, measured to the bottom of the sign. The height of the sign shall not exceed 10' in height. Vertical corner signs shall be mounted 12" maximum away from the exterior wall of the building and shall be a maximum of 3' wide.

4. A single external sign band may be applied to the facade of each building, provided that such sign not exceed 3 feet in height by any length.
5. Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit.

SECTION (g) GUIDELINES FOR TRANSIT FACILITIES, BICYCLE PARKING, AND SCHOOLS

(g)(1) TRANSIT GUIDELINES

- A. Transit Amenities shall be provided as indicated in Table 209-9B
- B. Bus Service to suburban and rural areas shall not create street networks that prohibit the feasibility of future transit options.
- C. Where suburban or rural bus routes pass through non-residential areas or areas of limited development for a distance of a mile or longer, the distance standard may be altered or waived for these areas only, at the discretion of Bus Operations. Where the sum of boardings and lightings is less than four per vehicle mile in the peak hour for a distance of one mile or longer, a courtesy stop zone may be created by the Bus Operations.
- D. No more than six and no less than four bus stops per route mile will be provided along all line service routes, except express and limited stop routes outside the CBD (Central Business District).
- E. The application of this standard is subject to the availability of suitable sites that provide safe access for passengers. The location of bus stops should also consider the future placement of passenger shelters or benches, and compliance with ADA regulations. A bus stop should be provided at all sites where transfers are possible.
- F. Park and ride facilities may be provided at any suitable location which can be shown to attract 200 autos per day within three years, if express service is offered, and 150 automobiles per day within three years, if limited stop service is offered.
- G. Transit centers designed to facilitate transfer activity and support primary origin-destination trip service can be provided by exception. Transit centers may vary in form from an on-street bus stop with a shelter to an elaborate multi-modal facility. Limited automobile parking or waiting areas for passenger pick-ups may be

provided. Selection of a site will be based on an evaluation of the impact on traffic and pedestrian operations in the area, the ability of the site to accommodate a design that provides good circulation, and access for buses and transit riders and the potential for joint development.

(g)(2) BICYCLE PARKING GUIDELINES

- A. Bicycle parking shall be provided free and nearby all destinations and may be located in any Transect Zone. All bicycle parking should be secure and visible.
1. Short Term Parking shall be adequate, prevalent, visible and convenient to entrances, and is required in Transect Zones T4, T5 and T6. This type of parking is intended for customers, visitors and messengers.
 2. Long Term Parking shall be provided in Transect Zones T4, T5 and T6. This type of parking is intended for employees, students, residents and commuters. Long Term Bicycle Parking must be covered or indoors, space is usually available inside under stairways, at the end of hallways, basements, or in unused areas of a parking structure.
- B. Bicycle Parking Spaces
1. One employee bicycle parking space for every 7,500 square feet, or portion thereof, of office floor area and one additional such visitor space for every 20,000 square feet, or portion thereof, of office floor area.
 2. One resident bicycle parking space for every three residential units, or portion thereof, of residential units and one visitor space for every 50 residential units, or portion thereof, of residential units.
- C. The facilities shall not encroach on any area in the public right-of-way intended for use by pedestrians or any required fire egress.

(g)(3) ELEMENTARY SCHOOL GUIDELINES

- A. It shall be anticipated that each public school shall require between 10 and 16 acres of land. Each public school shall be expected to serve between 600 and 800 students. Smaller public and private schools that are compatible with an urban environment are permissible.
- B. Per Section 209(d) (8) (B)(8) Transit shall be coordinated with School Bus Routes.

SECTION (h) DEFINITIONS

Allee: a regularly spaced and aligned row of trees usually planted along a thoroughfare or Pedestrian Path.

Accessory Unit: an apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building. An Accessory Unit may or may not be within an outbuilding. Accessory Units do not count toward maximum density calculations.

Apartment: a dwelling unit sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

Backbuilding: a single-story structure connecting a principal building to an outbuilding (see Table 209-10).

Block: the aggregate of private lots, passages, and alleys, circumscribed by thoroughfares.

Block Face: the aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing Architectural Harmony.

Brownfield: an area previously used primarily as an industrial site as defined by the US Environmental Protection Agency.

Building Disposition: the placement of a building on its lot (see Table 209-11).

Building Function: the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use (see Table 209-13).

Building Height: the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured from the average grade of the enfronting thoroughfare.

Building Type: a structure category determined by function, disposition on the lot, and configuration, including frontage and height. For example, a rowhouse is a type, not a style.

Bus Shelter: A roofed structure located on or adjacent to the right-of-way of a street, and which is designed and used primarily for the weather protection and convenience of waiting bus passengers.

Bus Turnouts: a recessed curb area located adjacent to the traffic lanes where buses pull into and out off without impeding traffic

Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Building: a building designed specifically for a civic function.

Civic Space: an open area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings. See Table 209-9.

Civic Transit Zone: area reserved for transit facilities.

Commercial: the term collectively defining workplace, office and retail functions.

Context: surroundings made up of the particular combination of elements that create specific habitat.

Corridor: a lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal urban Transect Zone.

Courtyard Building: a building that occupies the boundaries of its lot while internally defining one or more private patios.

Curb: the edge of the vehicular pavement detailed as a raised curb or flush to a swale. The Curb usually incorporates the drainage system (see Table 209-6).

Density: the number of dwelling units within a standard measure of land area, usually given as units per acre [See Section 209(d)(4)].

Design Speed: is the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are three ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed.

Developable areas: residual to the Preserved Open Space Sector.

Developable area of the site: See Net Developable Area or Net Site Area.

Development Pattern: the physical form of a settlement. Variations are due to the particulars of the site, density, spatial definition program, transportation and implementation. Transect-based Development Patterns are socially and functionally variegated; they are walkable, and they manifest a gradient from urban to rural. (see Master Development Pattern Plan.)

District: see Specialized District.

Driveway: a vehicular lane within a lot, usually leading to a garage. A Driveway in the First Layer may be used for parking if it is no more than 18 feet wide, thereby becoming subject to the constraints of a parking lot.

Edgeyard Building: a building that occupies the center of its lot with setbacks on all sides.

Elevation: the exterior walls of a building not along a Frontage Line. See Façade (Table 209-10)

Enfront: to place an element along a frontage line, as in "porches enfront the street."

Entrance, Principal: the main point of access of pedestrians into a building.

Façade: the exterior wall of a building that is set along a Frontage Line (see Elevation; Frontage Line).

Frontage Line: those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines (see Table 209-10).

GIS (Geographic Information System): a computerized program in widespread municipal use that organizes data on maps. Various municipal departments can input information including the location of wetlands, thoroughfares, water/sewer lines, boundaries, building footprints, schools, zoning, land-use, etc. GIS makes information available as layered databases. The protocol for preparing a Sectors should be based on GIS information.

Greenfield: a project planned for an undeveloped area outside the existing urban fabric. See Infill.

Greenway: an open space corridor in largely natural conditions which may include Trails for bicycles and pedestrians.

Greyfield: an area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites.

Hamlet: An incomplete village, standing free in the countryside. Because of a location away from transportation, a Hamlet has a weak commercial center. This is the only Development Pattern appropriate in the Restricted Growth Sector.

Independent Building: a building designed by a different architect from the adjacent buildings.

Infill: a project within existing urban fabric.

Inside Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. (See Table 209-6)

Liner Building: a building specifically designed to mask a parking lot or a parking garage from a frontage. A Liner Building, if less than 30 feet deep and two stories, shall be exempt from parking requirements.

Live-Work: a dwelling unit that contains, to a limited extent, a commercial component. A Live-Work Unit is a fee-simple unit on its own lot with the commercial component limited to the ground level. (Syn.: Flexhouse.) (See Work-Live.)

Lodging: premises available for daily and weekly renting of bedrooms. The area allocated for food service shall be calculated and provided with parking according to retail use.

Lot Layer: a range of depth of a lot within which certain elements are permitted (see Table 209-10). The first lot layer is measured from the property line to the front building façade. The second layer extends 20 feet behind the first layer. The third layer extends from the rear of the second layer to the rear lot line.

Lot Line: the boundary that legally and geometrically demarcates a lot (see Frontage Line). Regulations reference lot lines as the baseline for measuring setbacks.

Lot Width: the length of the principal Frontage Line of a lot.

Manufacturing: premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery and including their retail sale.

Master Development Pattern Plan: Master Development Plan submittal that contains one or more Development Patterns per the requirements of Section 35-357.

Meeting Hall: a building available for gatherings, including conferences. It should accommodate at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the pedestrian shed in which the meeting hall is located.

Mezzanine: a small story between two main floors, usually the ground and first floors.

Net Developable Area, Net Site Area: the developable areas of a site. The Net Site Area shall be allocated to the various Transect Zones according to the parameters in Table 209-18.

Office: premises available for the transaction of general business but excluding retail, artisanal and manufacturing uses.

Outbuilding: an ancillary building, usually located towards the rear of the same lot as a Principal Building. It is sometimes connected to the principal building by a Backbuilding. Outbuildings shall not exceed 600 square feet of habitable space, excluding parking areas (see Table 209-10).

Park and Ride Facility (Transit): A facility used for parking by transit riders while they use transit agency services. Park-and-ride facilities are generally established as collector sites for transit service. Park-and-ride facilities may also serve as collector sites for vanpools and carpools, and as transit centers. The facility may have limited passenger amenities such as shelters, seating and posted route & schedule information.

Parking Structure: a building containing two or more stories of parking. Parking Structures shall have Liner Buildings at the first story or higher.

Passage (PS): a pedestrian connector passing between buildings, providing shortcuts through long blocks and connecting rear parking areas to frontages. Passages may be roofed over.

Path (PT): a pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths should connect directly with the urban sidewalk network.

Pedestrian Shed: an area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a Development Pattern. A Standard Pedestrian Shed is one quarter of a mile radius or 1320 feet. With transit available or proposed, a Long Pedestrian Shed has an average walking distance of a half-mile or 2640 feet. Pedestrian Sheds are oriented toward a central destination containing one or more important intersections, meeting places, civic spaces, civic buildings.

Planter: the element of the public streetscape which accommodates street trees and other landscaping.

Principal Building: the main building on a lot, usually located toward the frontage (see Table 209-10).

Private Frontage: the privately held layer between the frontage line and the principal building facade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries (see Table 14).

Public Frontage: the area between the curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight (see Table 209-6).

Rear Alley (AL): a vehicular driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges.

Rearyard Building: a building that occupies the full frontage line, leaving the rear of the lot as the sole yard. This is a more urban type, as the continuous façade spatially defines the public thoroughfare. In its residential form, this type yields a rowhouse. For its commercial form, the rear yard can accommodate substantial parking.

Regional Center: A Development Pattern consisting of one Long Pedestrian Shed with a strong retail core.

Residential: premises available for long-term human dwelling.

Retail: premises available for the sale of merchandise and food service.

Retail Frontage Line: Frontage Lines designated on a Master Development Pattern Plan that require the provision of a Shopfront, causing the ground level to be available for retail use.

Road (RD): a local, rural and suburban thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species composed in naturalistic clusters. This type is allocated to the more rural Transect Zones (T1-T3).

Sector: a neutral term for a geographic area. In the Form-Based Development Use Pattern there are six specific Sectors that establish the boundaries for several kinds of development. Two Sectors

represent unbuildable open space (Preserve and Reserve) and the other four are Urban Growth Sectors of varying intensity (Restricted, Controlled, and Intended Growth Sectors, and the Infill Sector.) Sectors address the regional scale while Transect Zones address the physical character of communities. Sectors contain Development Patterns (Hamlet, Village, Regional Center, and TOD), which contain prescribed Transect Zones, which contain design standards appropriate to those T-Zones.

Setback: the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback as permitted by each Transect. [See Section (f)(3)(A) and Table 17G].

Shared Parking Policy: an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time (see Table 209-14).

Sideward Building: a building that occupies one side of the lot with a setback to the other side.

Sidewalk: the paved layer of the public frontage dedicated to pedestrian activity.

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification. Most specialized buildings are dedicated to manufacturing and transportation, and are distorted by the trajectories of machinery.

Specialized District (SD): Specialized District shall be assigned to areas that, by their intrinsic function, disposition, or configuration, cannot conform to one of the normative Transect Zones or Development Patterns. Typical Districts may include large parks, institutional campuses, refinery sites, airports, etc.

Story: a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling; with the exception of a first story Commercial function which shall be a minimum of 11 feet and maximum of 25 feet. A single Commercial story that exceeds 14 feet shall be counted as two (2) stories. A mezzanine that extends beyond 33% of the floor area shall be counted as an additional story. Attics and raised basements are not considered stories for the purposes of determining building height.

Streamside Corridor: the zone within which a waterway flows, its width to be variably interpreted according to the Transect Zone.

Streetscape: the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Streetscreen: A freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the thoroughfare. Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over 4 feet high should be 30% permeable or articulated to avoid blank walls.

Substantial Modification: alterations to a building that are valued at more than 50% of the replacement cost of the entire building, if new.

TDR (Transfer of Development Rights): a method of relocating existing zoning rights from areas to be preserved as open space to areas to be more densely urbanized.

TDR Receiving Area: an area intended for development that may be made more dense by the purchase of development rights from TDR Sending Areas.

TDR Sending Area: an area previously zoned for development within the designated Reserve Shed (S2). The development rights assigned to this land may be purchased for TDR Receiving Areas. The sending areas, voided of their development rights, are re-allocated to the Preserve Shed (S1)

Terminated Vista: a location at the axial conclusion of a thoroughfare. A building located at a Terminated Vista designated on a Development Pattern Plan is required to be designed in response to the axis.

Third Place: a private building that includes a space conducive to unstructured social gathering. Third Places are usually bars, cafes, and corner stores.

Thoroughfare: Thoroughfares describe all of the elements required within the transportation right-of-way. This includes, but is not limited to, vehicular lanes, parking lanes, curbs, plantings, and sidewalks.

Transect: a system of ordering human habitats in a range from the most natural to the most urban. The Form-Based Development Use Pattern is based upon six Transect Zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

Transect Zone: Transect Zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the enfronting public streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core. (See Table 209-3 and 209-4)

Transit Boulevard: a multi-functional and multi-modal arterial designed to match the mixed-use centers it supports. Like traditional boulevards, it has a central area for through traffic and transit, along with small-scale parallel access roads, similar to frontage roads, to support local activities and pedestrian environment at the edges. It is a place where cafes, small businesses, apartments, transit, parking, and through traffic all mingle in a simple and time-tested hierarchy.

Transit Center: A fixed location where passengers interchange from one route or vehicle to another that has significant infrastructure such as a waiting room, seating, restrooms, sales outlet, posted route/schedule information, ticket or pass vending machines and/or waiting areas for passenger pickups.

Transition Line: a horizontal line spanning the full width of a facade, expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

Tree Well: Area, below post development grade, that is created for the preservation of existing and newly planted trees and vegetation consisting of drainage and a root aeration system around the tree and root zone. The area is created at existing grade before grade changes (fill) is completed. Parts of the tree well may be capped with pervious or impervious material as permitted by the CRC.

Work-Live: a dwelling unit that contains a commercial component. A Work-Live Unit is a fee-simple unit on a lot with the commercial component anywhere within the unit. (See Live-Work.)

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TABLE 209-1 OUTLINE OF THE CODE

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-1: The following table shows the relationship between the sectors and the development patterns.

SUB-SECTION (a)	SUB-SECTION (b)	SUB-SECTION (c)
	SECTOR CATEGORIES	DEVELOPMENT PLANS
OPEN SPACE	S1 PRESERVE OPEN SPACE SECTORS	
	S2 RESERVED OPEN SPACE SECTOR	
NEW DEVELOPMENT	S3 RESTRICTED GROWTH SECTORS	H HAMLET
	S4 CONTROLLED GROWTH SECTORS	H V HAMLET VILLAGE
	S5 INTENDED GROWTH SECTORS	V R H VILLAGE REGIONAL CENTER HAMLET
EXISTING NEIGHBORHOODS	S6 INFILL SECTORS	I INFILL DEVELOPMENT

TABLE 209-2 SECTOR SYSTEM ILLUSTRATED

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-2: Geography, including both the natural and the existing built environment, determine the areas that are suitable for development in various intensities, which correspond to various typical community patterns

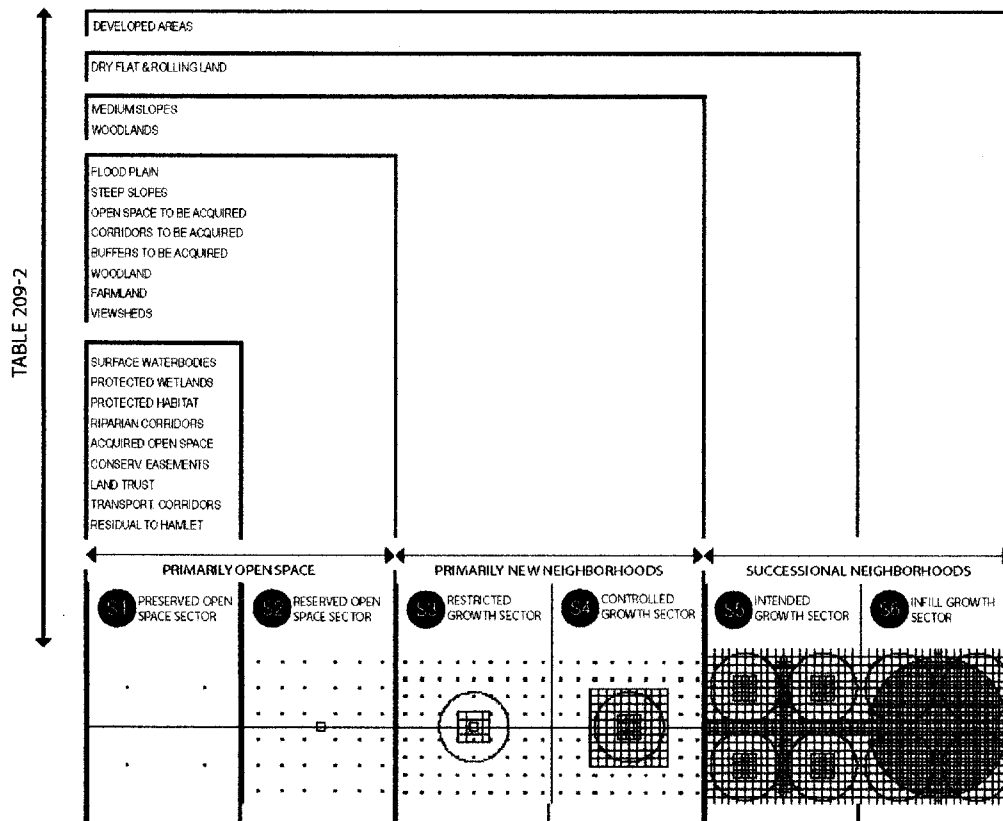
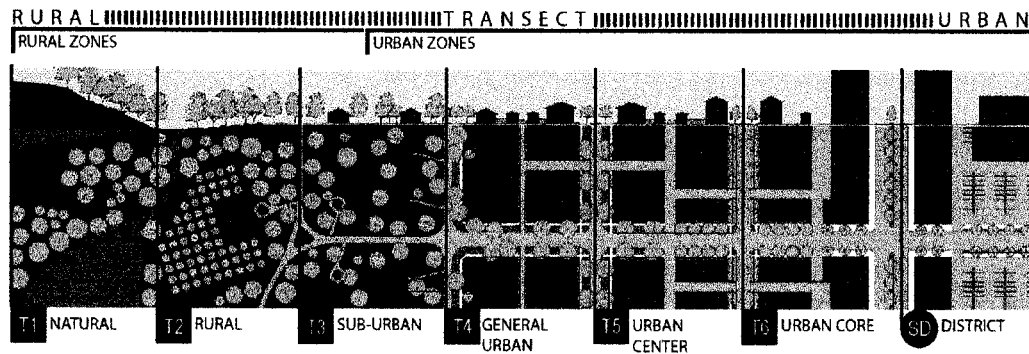


TABLE 209-3 TRANSECT SYSTEM ILLUSTRATED

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-3: Elements that determine urbanism exist in a range that can correspond to the gradient of each transect. Most of the elements listed here are addressed in the Transect Zones.



PRIVATE	LESS DENSITY	MORE DENSITY
	LARGER BLOCKS	SMALLER BLOCKS
	PRIMARILY RESIDENTIAL	PRIMARILY MIXED-USE
	SMALLER BUILDINGS	LARGER BUILDINGS
	MORE GREENSCAPE	MORE HARDSCAPE
	DETACHED BUILDINGS	ATTACHED BUILDINGS
	ROTATED FRONTAGES	ALIGNED FRONTAGES
	YARDS & PORCHES	STOOPS & SHOPFRONTS
	DEEP SETBACKS	SHALLOW SETBACKS
	ARTICULATED MASSING	SIMPLE MASSING
	WOODEN BUILDINGS	MASONRY BUILDINGS
	GENERALLY PITCHED ROOFS	GENERALLY FLAT ROOFS
	SMALL YARD SIGNS	BUILDING-MOUNTED SIGNAGE
	LIVESTOCK	DOMESTIC ANIMALS
PUBLIC	ROADS & LANES	STREETS & ALLEYS
	NARROW PATHS	WIDE SIDEWALKS
	HIGH L.O.S. STANDARDS	LOW L.O.S. STANDARDS
	OPPORTUNISTIC PARKING	DEDICATED PARKING
	LARGER CURB RADII	SMALLER CURB RADII
	OPEN SWALES	RAISED CURBS
	NIGHT SKY	BRIGHT LIGHTING
	MIXED TREE CLUSTERS	ALIGNED STREET TREES
	MORE SILENCE REQUIRED	MORE NOISE ALLOWED
CIVIC	LOCAL GATHERING PLACES	REGIONAL INSTITUTIONS
	PARKS & GREENS	PLAZAS & SQUARES

TABLE 209-4 TRANSECT ZONE DESCRIPTIONS

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-4: The following are general descriptions of the character of each Transect Zone.

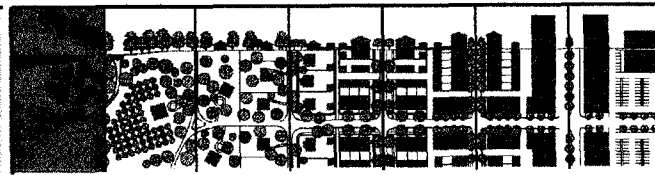
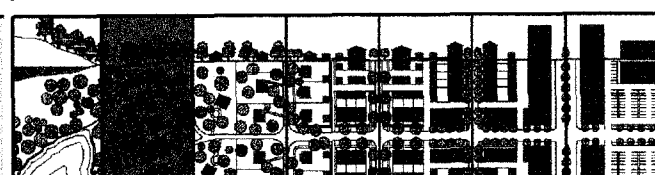

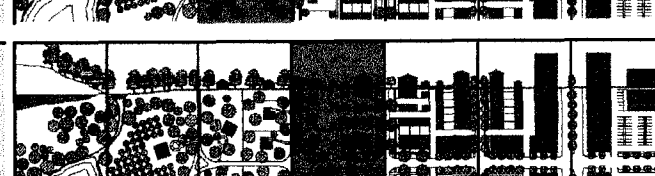
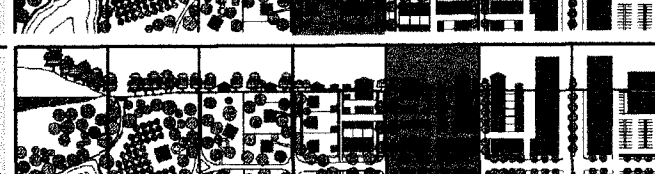
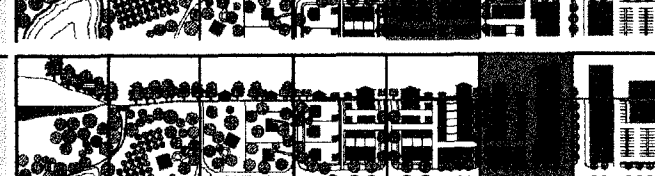
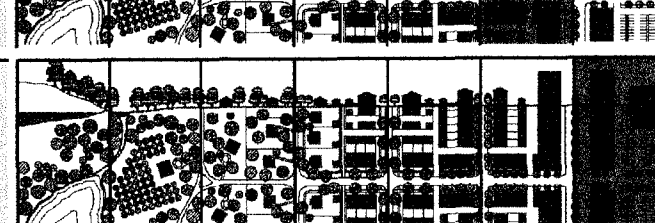
<p>T1 THE NATURAL ZONE consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. It is primarily a natural landscape with some agricultural uses. Civic space is limited to parks and greenways.</p>	
<p>T2 THE RURAL ZONE consists of lands in open or cultivated state or sparsely settled. These may include woodland, wetlands, grasslands and irrigable deserts, however it is primarily agricultural. There are some 1-2 story buildings. Parks and greenways are permitted.</p>	
<p>T3 THE SUB-URBAN ZONE is defined with lawns and landscaped yards surrounding 1-2 story single-family houses with porches and fences. Planting is naturalistic with deep setbacks. Blocks may be large and the roads irregular to accommodate natural conditions. Parks and greenways are permitted.</p>	
<p>T4 THE GENERAL URBAN ZONE is a denser and primarily residential urban fabric with townhouses and small apartment buildings. Mixed-use is usually confined to corner locations. It has a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable, but balanced. Streets typically define medium-sized blocks and squares and greens are permitted.</p>	
<p>T5 THE URBAN CENTER ZONE is the equivalent of a main street, including predominately attached 3-5 story building types that accommodate retail, offices, townhouses and apartments. It is usually a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the frontages. There is substantial pedestrian activity and civic spaces can be parks, plazas, and squares.</p>	
<p>T6 THE URBAN CORE ZONE is the equivalent of a downtown. It contains the tallest buildings, the greatest variety, and unique civic buildings in particular. It is defined with medium to high density mixed use attached buildings often taller than 4 stories. It is the least naturalistic: street trees are steadily planted and sometimes absent. There is high pedestrian and transit activity.</p>	
<p>SD THE DISTRICT ZONE is those areas with buildings that by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Transect Zones. Typical Districts may include institutional campuses, refinery sites, airports, etc.</p>	

TABLE 209-5A SUSTAINABLE DESIGN OPTION POINT SYSTEM

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-5A: To qualify for the sustainable design option a minimum of 17 points are required through achievement of a combination of best management practices listed in the table below (as indicated on the MDPP submittal).

SUSTAINABLE DESIGN OPTION POINT SYSTEM				
CATEGORY	CREDIT IDENTIFIER	DESCRIPTION	CREDIT	
WATER	STORMWATER MANAGEMENT (VOLUME)	Retain (infiltrate, reuse or evapotranspire) 1* of rainfall from a percentage of the project's development footprint ¹		5.0
		20% of development footprint	1.0	
		40% of development footprint	2.0	
		60% of development footprint	3.0	
		80% of development footprint	4.0	
		100% of development footprint	5.0	
WATER	STORMWATER MANAGEMENT (QUALITY)	Remove 80% of the incremental increase in the annual mass loading of total suspended solids from a percentage of the project's development footprint ²		5.0
		20% of development footprint	1.0	
		40% of development footprint	2.0	
		60% of development footprint	3.0	
		80% of development footprint	4.0	
		100% of development footprint	5.0	
WATER	STORMWATER MANAGEMENT (FLOWRATE)	Detain flowrate of post-development runoff to pre-development rates ³		
		2 year floodplain		1.0
		5, 25 and 100 year floodplains (where FILO is available)		1.0
WATER	NON-POTABLE WATER	Provide non-potable water source for irrigation for 50% of primary land uses		
		Non-residential uses		1.0
		Residential Uses		1.0
WATER	HABITAT AND WETLAND CONSERVATION	Conserve 100% of all riparian corridors (as defined by floodplain Administrator) with a buffer from the edge of the floodplain of at least 50 ft. for seasonally dry and 100 ft. for constant flowing riparian areas		1.0
AIR	MINIMUM SITE DISTURBANCE	Percentage of land area left undisturbed per Development Pattern – Hamlet (20%), Village (15%), Regional Center (20%) excluding area prohibited from development by law (i.e. floodplains)		1.0
AIR	ENHANCED RESTORATION	Area restored must be 25% greater than the area requiring the restoration and must exceed 5% of the total natural area to which it is contiguous		1.0
AIR	HEAT ISLAND REDUCTION	Provide combination of the following on 50% of non-roof impervious site landscape: shade, paving materials with solar reflectance index (SRI) of at least 29, or open grid pavement pattern ⁴		1.0
AIR	REDUCED AUTOMOBILE DEPENDENCE	Centerline miles of bicycle lanes, multi-use paths and/or routes to centerline miles of proposed streets excluding sidewalks along streets		4.0
		1 to 10	1.0	
		1 to 7	2.0	
		1 to 4	3.0	
		1 to 2	4.0	
AIR	TREE CANOPY	Preserve or mitigate tree canopy at 5% above mandatory area taken as an overall project average as defined by 35% for hamlets and villages and 40% for regional centers		1.0
AIR	DEDICATED TRANSIT LANE	Dedicate one transportation lane to be used only for mass public transit		1.0

TABLE 209-5A SUSTAINABLE DESIGN OPTION POINT SYSTEM

FORM BASED DEVELOPMENT

Use Pattern

SUSTAINABLE DESIGN OPTION POINT SYSTEM				
CATEGORY	CREDIT IDENTIFIER	DESCRIPTION	CREDIT	
HEALTH	BROWNFIELD REMEDIATION	Locate project on a site (part or all) that is documented as contaminated (Voluntary Cleanup Program or ASTM E1903-07 Phase II Environmental Site Assessment) or on a site designated as a Brownfield by a local, state or federal agency. Use cleanup methods for 100% of the remediation that treat, reduce or eliminate the volume or toxicity of the contaminated material ⁵		4.0
		1-5 Acres	1.0	
		6-10 Acres	2.0	
		11-15 Acres	3.0	
		16-20 Acres	4.0	
HEALTH	ACCESS TO ACTIVE SPACES	50% of all lots must be within 1/2 mile of general playfields; soccer, baseball, basketball and/or other sports fields		1.0
HEALTH	ACCESS TO TRANSPORTATION ALTERNATIVES	50% of all building entrances are within 1/4 mile of a multi-use trail or bicycle lane of at least 3 miles in length or a public transit stop		1.0
HEALTH	GREEN BUILDING	Master Development Pattern Plans shall construct Green Buildings in accordance with LEED and/or Metropolitan Partnership for Energy		3.0
		25% of total buildings in MDPP Certified Green	1.0	
		26%-50% of total buildings in MDPP Certified Green	2.0	
		51%-75% of total buildings in MDPP Certified Green	3.0	
LAND DESIGN	PUBLIC CIVIC USES	Donation of land for public use (acres) above and beyond current requirements ⁶		1.0
LAND DESIGN	STEEP SLOPE PROTECTION	No development on pre-project slopes of greater than 15%		1.0
LAND DESIGN	STREET NETWORK	Street grid density ratio of project >20 (centerline miles/sq miles of project), excluding alleys and regulatory floodplains		1.0
LAND DESIGN	PEDESTRIAN CORRIDOR DESTINATION	Minimum two blocks in length of a mixture of park, open space, retail frontage, water features, plaza and new/existing landscaping along a linear corridor/parkway		1.0
LAND DESIGN	CIVIC SPACE	Provide at least 6% of civic space per pedestrian shed ⁷		1.0
LAND DESIGN	ACCESS TO EXTERNAL CONNECTIVITY	Provide through streets along the project boundary at intervals of 800 feet ⁸		1.0
LAND DESIGN	COMMUNITY GARDEN	Cumulative 1/2 acre community garden per pedestrian shed (food production garden) ⁹		1.0
LAND DESIGN	DIVERSITY OF HOUSING TYPES	Add at least one extra housing type in at least two T-Zones in each development pattern		1.0
LAND DESIGN	COOPERATIVE PARKING PLAN	One or more cooperative parking plans registered in accordance with 35-526 (g)		1.0
OTHER	INNOVATIVE INTEGRATION OF ENVIRONMENTAL CREDITS	If the applicant meets requirements in at least three of the four categories (Water, Air, Health, Land Design) of design standards an extra point shall be awarded.		1.0

TOTAL POINTS AVAILABLE	42.0
POINTS REQUIRED FOR DENSITY BONUS	17.0 (40%)

- ¹ Use all surfaces that are typically impervious to compute footprint even if the surfaces are constructed to be pervious
- ² Use all surfaces that are typically impervious to compute footprint even if the surfaces are constructed to be pervious. Use TCEQ TGM for guidance on computation
- ³ FILO = Fee in lieu of on-site detention
- ⁴ Includes only streets, alleys and associated sidewalks. Excludes private parking lots
- ⁵ Excludes the capping or translocation of contaminated material to an offsite location
- ⁶ One point per 100 acres (i.e. school, university, fire, police, municipal, etc.)
- ⁷ The current minimum is 5% per pedestrian shed
- ⁸ Does not apply to limited access roads, railroads, flood plains, pipelines, etc.
- ⁹ Not included as civic space

TABLE 209-5B RESIDENTIAL TYPES FOR SUSTAINABLE DESIGN OPTION

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-5B: Residential Mix Requirements must follow the categories detailed in table 209-5B, shown below. More detailed information about the specific housing types can be found on table 209-13B.

RESIDENTIAL TYPE	NOTES	SYNONYMS	EQUIVALENT TYPES
DETACHED HOUSE	45-65 ft. wide lots		
ESTATE HOUSE	> 65 ft. wide lots	Villa, Mansion, Country House	
COTTAGE	< 45 ft. wide lots	Casita	
SIDEYARD		Zero Lot Line	
TOWNHOUSE (ROWHOUSE)	45-65 ft. wide lots	Rowhouse	
DUPLEX, TRIPLEX, QUADPLEX			Stacked Flats
RESIDENTIAL APARTMENT BUILDING	> 5 units		Stacked Flats
MIXED USE BLOCK	> 5 units	Tower on Podium, Liner	
COURTYARD HOUSE		Hybrid Court, Bungalow Court	
LIVE/WORK	< 5 units		
ACCESSORY UNIT	An accessory unit to any one of the following primary structures: Detached House, Estate House, Cottage, Sideyard, Townhouse or Live/Work unit.*		

*Any structure that has an accessory unit would enter the "accessory unit" category. Both the primary and accessory structures are counted together as one type. The primary structure may not be double counted toward another category.

TABLE 209-6A, 209-6B AND 209-6C THOROUGHFARE DESIGN

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-6A: Design Speed The projected design speeds determine the dimensions of the vehicular lanes and turning radii assembled to create thoroughfares. Narrower lane widths may be allowed upon review and finding by the Fire Department that an additional access road extends to within 150 feet of all buildings, as described in section 503.1.1 of International Fire Code.

		T1	T2	T3	T4	T5	T6
DESIGN SPEED	TRAVEL LANE WIDTH						
Below 20 mph	10 ft.	x	x	x	x	x	x
20-25 mph	10 ft.	x	x	x	x	x	x
25-35 mph	10 ft.	x	x	x	x	x	x
25-35 mph	11 ft.	x	x	x	x	x	x
Above 35 mph	12 feet and above	x	x	x	x	x	x
DESIGN SPEED	PARKING LANE WIDTH						
20-25 mph	(Angle) 18 ft.					x	x
20-25 mph	(Parallel) 8 ft.				x		
25-35 mph	(Parallel) 8 ft.			x	x	x	x
Above 35 mph	(Parallel) 9 ft.					x	x
DESIGN SPEED	CURB RADIUS						
Below 20 mph	10 ft.			x	x	x	x
20-25 mph	10-15 ft.	x	x	x	x	x	x
25-35 mph	15-20 ft.	x	x	x	x	x	x
Above 35 mph	20-30 ft.	x	x	x	x	x	x

TABLE 209-6B: Curb Radius shows the proper curb radius for vehicular assemblies.

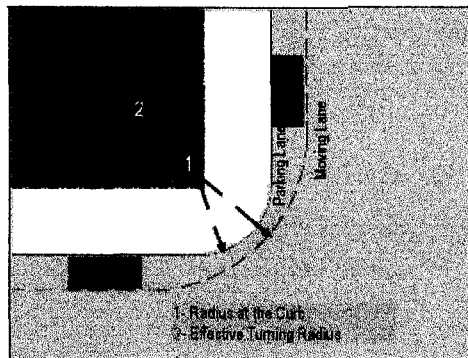


TABLE 209-6C: Turning Radius diagram provides the minimum turning radius for a pumper truck. The minimum inside radius is 25' and minimum outside radius is 50'.

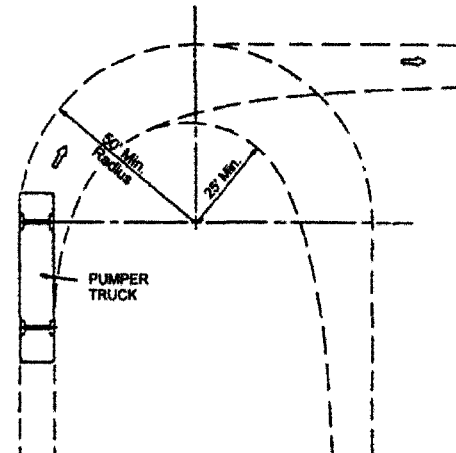


TABLE 209-6D THOROUGHFARE DESIGN

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-6D: Travel Lanes and Parking Provisions Travel lane widths and parking provisions based on projected design speeds by Transect Zones. Narrower lane widths may be allowed upon review of site plan and finding by the Fire Department that an additional access road extends to within 150 feet of all buildings, as described in section 503.1.1 of International Fire Code. Illustrations surrounded by dashed boxes are examples of designs that would be subject to specified conditions.

	ONE WAY MOVEMENT	TWO WAY MOVEMENT	
a. NO PARKING	T3 T4 T5 T6 Pedestrian Crossing Design Speed	T1 T2 Pedestrian Crossing Design Speed	T1 T2 Pedestrian Crossing Design Speed
b. YIELD PARKING	 Pedestrian Crossing Design Speed	 Pedestrian Crossing Design Speed	T3 T4 Pedestrian Crossing Design Speed
c. PARKING ONE SIDE PARALLEL	T3 T4 T5 T6 Pedestrian Crossing Design Speed	T4 T5 Pedestrian Crossing Design Speed	T4 T5 T6 Pedestrian Crossing Design Speed
d. PARKING BOTH SIDES PARALLEL	T4 T5 T6 Pedestrian Crossing Design Speed	T4 T5 Pedestrian Crossing Design Speed	T4 T5 T6 Pedestrian Crossing Design Speed
e. PARKING BOTH SIDES DIAGONAL	T5 T6 Pedestrian Crossing Design Speed	T5 T6 Pedestrian Crossing Design Speed	T5 T6 Pedestrian Crossing Design Speed
f. PARKING ACCESS (Not Designed for Fire Department access)	T5 T6 Pedestrian Crossing Design Speed	T5 T6 Pedestrian Crossing Design Speed	T5 T6 Pedestrian Crossing Design Speed
g. PARKING ON SLIP ROAD	 Pedestrian Crossing Design Speed	T3 T4 Pedestrian Crossing Design Speed	T5 T6 Pedestrian Crossing Design Speed

To be considered only if appropriate secondary access is provided, (e.g. 20' alley with no parking).

- To be considered only if proposed streetscape details provide sufficient emergency access (e.g. bicycle lanes incorporated into side medians).

TABLE 209-6E PUBLIC FRONTAGES GENERAL

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-6E: The Public Frontages: General is the layer between the lot line and the edge of the vehicular lanes. It usually includes walkways, planters, and lighting. This is a generalized description.

	LOT	LOT LINE	R.O.W.	
	PRIVATE FRONTAGE		PUBLIC FRONTAGE	
a. (PW) For Parkways: This frontage has open swales drained by percolation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.				T1 T2
b. (RR) For Rural Roads: This frontage has open swales drained by percolation, without parking. The landscaping consists of multiple tree and shrub species arrayed in naturalistic clusters.				T1 T2 T3
c. (RS) For Residential Street: This frontage has open swales or raised curbs drained by inlets and narrow sidewalks separated from the vehicular lanes by a wide continuous planter, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.				T3 T4
d. (SS) (AV) For Standard Streets or Avenues: This frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced alley.				T3 T4 T5 T6
e. (CS) (AV) For Commercial Streets or Avenues: This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the storefront entrances.				T5 T6
f. (BV) For Boulevards: This frontage has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced alley.				T3 T4 T5 T6

TABLE 209-6F PUBLIC FRONTAGES SPECIFIC

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-6F: Public Frontages - Specific assemblies include technical prescriptions and dimensions for the Public Frontage elements- Curbs, Sidewalks and Planters - relative to Transect Zones. The top section of the table assembles all of the elements below. Locally appropriate planting species are specified on Table 209-21.

TRANSECT ZONES	R U R A L						T R A N S E C T						U R B A N	
	T1	T2	T3	T1	T2	T3	T3	T4	T4	T5	T5	T6	T5	T6
a. Assembly: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.														
TOTAL WIDTH	16-24 ft	13-24 ft	13-20 ft	13-20 ft	13-20 ft	13-20 ft	13-20 ft	13-20 ft	13-20 ft	16-26 ft	16-26 ft	16-36 ft	16-36 ft	16-36 ft
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage														
TYPE	Open Swale	Open Swale	Open Swale	Open Swale	Open Swale	Open Swale	Open Swale	Raised Curb	Raised Curb	Raised Curb	Raised Curb	Raised Curb	Raised Curb	Raised Curb
c. Sidewalk: The pavement dedicated exclusively to pedestrian activity														
TYPE	Sidewalk Optional*	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk
WIDTH	n/a	5-8 ft	5-8 ft	5-8 ft	5-8 ft	5-8 ft	5-8 ft	5-8 ft	5-8 ft	12-20 ft	12-20 ft	12-30 ft	12-30 ft	12-30 ft
d. Planter: The layer that accommodates street trees and other landscape.														
ARRANGEMENT	Clustered	Clustered	Clustered	Clustered	Clustered	Clustered	Clustered	Regular	Regular	Regular	Regular	Regular	Opportunistic	Opportunistic
PLANTER TYPE	Continuous Swale	Continuous Swale	Continuous Swale	Continuous Swale	Continuous Swale	Continuous Swale	Continuous Swale	Continuous Planter	Continuous Planter	Continuous Planter	Continuous Planter	Continuous Planter	Tree Well	Tree Well
PLANTER WIDTH	8 ft - 16 ft	8 ft - 16 ft	8 ft - 16 ft	8 ft - 16 ft	8 ft - 16 ft	8 ft - 16 ft	8 ft - 16 ft	8 ft - 12 ft	8 ft - 12 ft	8 ft - 12 ft	8 ft - 12 ft	4 ft - 6 ft	4 ft - 6 ft	4 ft - 6 ft
SPACING	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.	30 ft. o.c.

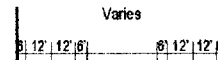
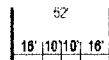
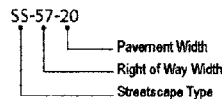
*Sidewalk required for residential or commercial buildings

TABLE 209-66 THOROUGHFARE ASSEMBLIES

FORM BASED DEVELOPMENT

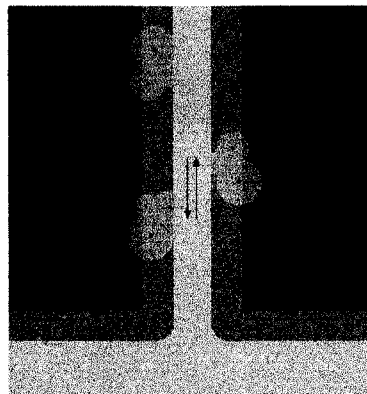
Use Pattern

TABLE 209-66: Complete Assemblies are examples assembled from the elements that appear in Tables 209-6A through 209-6F. These assemblages are known by a key which gives the thoroughfare type followed by the right-of-way width, followed by the pavement width. The assembled thoroughfares are drawn to scale and the supporting information appears below them. Some of the assemblies may require an additional 10-12 feet of right-of-way and pavement width to meet the connectivity requirement for the Bicycle Network. An example of this added right-of-way and pavement width requirement is shown with SS-72-46, which is SS-62-36 with bike lanes. The assemblies that are eligible to add right-of-way and pavement for the purpose of bike lanes with which will be noted. Additional right-of-way might also be necessary to accommodate utilities without disrupting the streetscape vegetation. An alternative to additional right-of-way at the front of the lot would be placing utilities in the alley. If an alley is to be used for garbage pickup, it must be constructed to street standards as shown in AL-24-18, (R)AL-20-10 or (C)AL-20-20.

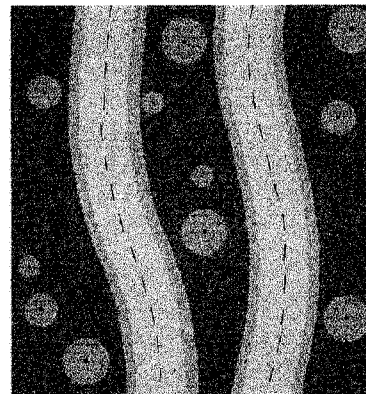


STREETSCAPE TYPES

- RR: Rural Road
- PW: Parkway
- AL: Alley
- RS: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard
- AV: Avenue



RR-52-20



PW-Var-72

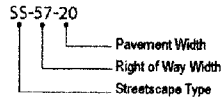
Transect	T1, T2, T3
Type	Rural Road
Movement	Slow Movement
Traffic Lanes	2 Lanes @ 10 ft
Parking Lanes	None
Bike Lanes	None
Total Pavement Width	20 ft
Median	None
Sidewalk Width	None
Planter Width	16 ft
Total R.O.W.	52 ft
Curb Radius	25 ft
Design Speed	15-20 MPH
Road Edge Treatment	Swale
Planting	Continuous swale

Transect	T1, T2
Type	Parkway
Movement	Free Movement
Traffic Lanes	4 lanes @ 12 ft
Parking Lanes	None
Bike Lanes	None
Total Pavement Width	72 ft
Median	None
Sidewalk Width	None
Planter Width	None
Total R.O.W.	Varies
Curb Radius	25 ft
Design Speed	35 MPH
Road Edge Treatment	Swale
Planting	Trees Clustered

TABLE 209-66 THOROUGHFARE ASSEMBLIES

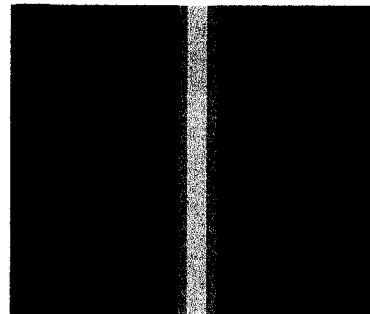
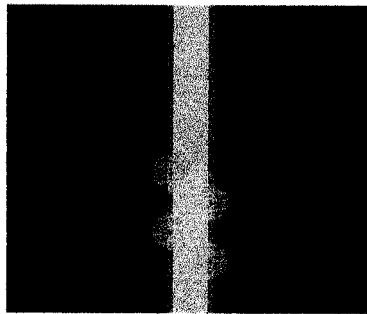
FORM BASED DEVELOPMENT

Use Pattern



STREETSCAPE TYPES

- RR: Rural Road
- PW: Parkway
- AL: Alley
- RS: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard
- AV: Avenue



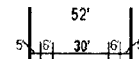
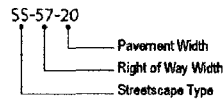
AL-24-18	
Transect	T3, T4, T5, T6
Type	Alley
Movement	Yield Movement
Traffic Lanes	Yield @ 18 ft.
Parking Lanes	None
Bike Lanes	None
Total Pavement Width	18 ft.
Median	None
Sidewalk Width	None
Planter Width	3 feet both sides
Total R.O.W.	24 ft.
Curb Radius	Alley apron
Design Speed	15 MPH
Road Edge Treatment	Inverted crown with header curb
Planting	

(R)AL-20-10	
Transect	T3, T4, T5, T6
Type	Residential Alley
Movement	Yield Movement
Traffic Lanes	Yield @ 10 ft.
Parking Lanes	Unmarked both sides
Bike Lanes	None
Total Pavement Width	10 feet, plus 5 feet pervious base each side
Median	None
Sidewalk Width	None
Planter Width	None
Total R.O.W.	20 ft.
Curb Radius	Alley Apron
Design Speed	15 MPH
Road Edge Treatment	Inverted crown with header curb
Planting	

TABLE 209-6G THOROUGHFARE ASSEMBLIES

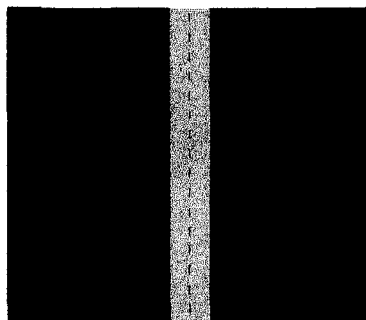
FORM BASED DEVELOPMENT

Use Pattern

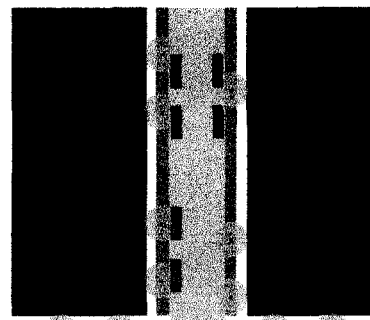


STREETSCAPE TYPES

- RR: Rural Road
- PW: Parkway
- AL: Alley
- RS: Residential Street
- ST: Standard Street
- CM: Commercial Street
- BV: Boulevard
- AV: Avenue



(C) AL-20-20



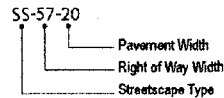
RS-52-30

Transect	T4*, T5*, T6	T3, T4
Type	Commercial Alley	Residential Street
Movement	Slow Movement	Yield Movement
Traffic Lanes	Two one ways @ 10 ft	Yield @ 30 ft
Parking Lanes	Unmarked both sides	Unmarked both sides
Bike Lanes	None	None
Total Pavement Width	20 ft	30 ft
Median	None	None
Sidewalk Width	None	5 ft both sides
Planter Width	None	6 ft both sides
Total R.O.W.	20 ft	52 ft
Curb Radius	Alley Apron	25 ft
Design Speed	15 MPH	15-20 MPH
Road Edge Treatment	Inverted crown with header curb	Swale or curb
Planting		Trees clustered, averaging 30' on center (o.c.)

TABLE 209-6G THOROUGHFARE ASSEMBLIES

FORM BASED DEVELOPMENT

Use Pattern



48'

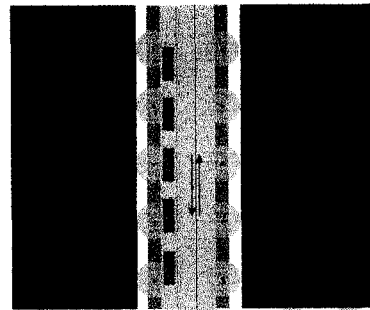
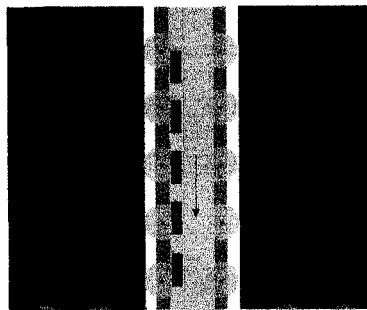
8' 7' 8' 14' 7' 6'

54'

8' 7' 8' 10' 10' 7' 6'

STREETSCAPE TYPES

RR: Rural Road
PW: Parkway
AL: Alley
RS: Residential Street
ST: Standard Street
CS: Commercial Street
BL: Boulevard
AV: Avenue



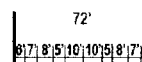
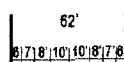
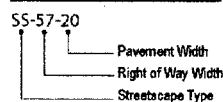
	SS-48-22	SS-54-28
Transect	T3, T4	T5, T6
Type	Standard Street	Standard Street
Movement	Free Movement	Free Movement
Traffic Lanes	One One-Way @ 14 ft.	Two One-Way @ 10 ft.
Parking Lanes	One side @ 8 ft. marked	One side @ 8 feet marked
Bike Lanes	None	None
Total Pavement Width	20 ft.	28 ft.*
Median	None	None
Sidewalk Width	6 ft.	6 ft.
Planter Width	7 ft.	7 ft.
Total R.O.W.	46 ft.	54 ft.*
Curb Radius	25 ft. if Swale, 15 ft. if Curb	25 ft. if Swale, 15 ft. if Curb
Design Speed	25 MPH	25 MPH
Road Edge Treatment	Curb or Swale	Curb
Planting	Trees at 30' o.c. Avg	Trees at 30' o.c. Avg

*May require additional 10-12 feet of right-of-way and pavement width to meet connectivity with Bicycle Network

TABLE 209-66 THOROUGHFARE ASSEMBLIES

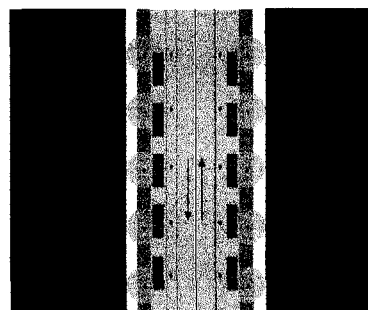
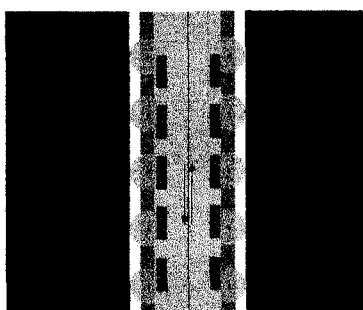
FORM BASED DEVELOPMENT

Use Pattern



STREETSCAPE TYPES

- RR: Rural Road
- PW: Parkway
- AL: Alley
- RS: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard
- AV: Avenue



SS 62-36

SS 72-46 (SS62-36 with Bike Lanes)

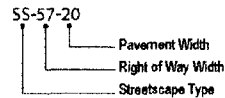
Transect	T5, T6
Type	Standard Street
Movement	Free Movement
Traffic Lanes	Two One-Ways @ 10 ft.
Parking Lanes	8 ft. marked
Bike Lanes	None
Total Pavement Width	36 ft.
Median	None
Sidewalk Width	6 ft.
Planter Width	7 ft.
Total R.O.W.	62 ft.
Curb Radius	25 ft. if Swale, 15 ft. if Curb
Design Speed	25 MPH
Road Edge Treatment	Curb
Planting	Trees at 30' o.c. Avg.
*May require additional 10-12 feet of right-of-way and pavement width to meet connectivity with Bicycle Network (see SS 72-46)	

Transect	T5, T6
Type	Standard Street
Movement	Free Movement
Traffic Lanes	Two One-Ways @ 10 ft.
Parking Lanes	8 ft. marked
Bike Lanes	5 ft. marked
Total Pavement Width	46 ft.
Median	None
Sidewalk Width	6 ft.
Planter Width	7 ft.
Total R.O.W.	72 ft.
Curb Radius	25 ft. if Swale, 15 ft. if Curb
Design Speed	25 MPH
Road Edge Treatment	Curb
Planting	Trees at 30' o.c. Avg.

TABLE 209-6G THOROUGHFARE ASSEMBLIES

FORM BASED DEVELOPMENT

Use Pattern



STREETSCAPE TYPES

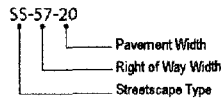
- RR: Rural Road
- PW: Parkway
- AL: Alley
- RS: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard
- AV: Avenue

	43'	62'
	13' 8" 14' 8"	13' 8" 10' 10" 8" 13'
	CS-43-22	CS-62-36
Transect	T5, T6	T5, T6
Type	Commercial Street	Commercial Street
Movement	Free Movement	Free Movement
Traffic Lanes	One One-Way @ 12 ft.	Two One-Ways @ 10 ft. lanes
Parking Lanes	One side @ 8 ft. marked	Both sides @ 8 ft. marked
Bike Lanes	None	None
Total Pavement Width	20 ft.	36 ft.
Median	None	None
Sidewalk Width	13 ft. / 8 ft.	13 ft.
Planter Width	Tree wells 5' x 20'	Tree wells 5' x 20'
Total R.O.W.	41 ft.	62 ft.
Curb Radius	15 ft.	15 ft.
Design Speed	25 MPH	25 MPH
Road Edge Treatment	Curb	Curb
Planting	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.
	*May require additional 10-12 feet of right-of-way and pavement width to meet connectivity with Bicycle Network	*May require additional 10-12 feet of right-of-way and pavement width to meet connectivity with Bicycle Network

TABLE 209-66 THOROUGHFARE ASSEMBLIES

FORM BASED DEVELOPMENT

Use Pattern



13'86"

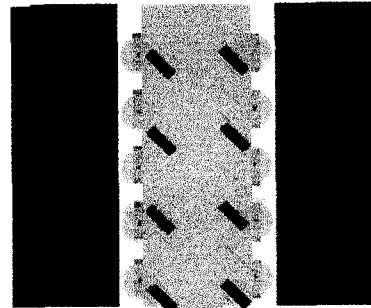
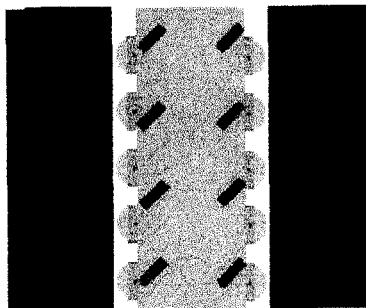
13' 17' 13' 13' 17' 13'

86'

13' 17' 13' 13' 17' 13'

STREETSCAPE TYPES

- RR: Rural Road
- PW: Parkway
- AL: Alley
- RS: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard
- AV: Avenue



Transect
Type
Movement

Traffic Lanes
Parking Lanes
Bike Lanes
Total Pavement Width

Median
Sidewalk Width
Planter Width
Total R.O.W.

Curb Radius
Design Speed
Road Edge Treatment
Planting

CS-86-60

15, 16
Commercial Street
Free Movement

Two One-Ways @ 13 ft.
Both sides angled @ 17 ft. marked
None
54 feet

none
13 ft.
Tree wells 5' x 20'
86 ft.

15 ft.
25 MPH
Curb
Trees at 30' o.c. Avg

CS-86-60- Reverse Back in Parking

15, 16
Commercial Street
Free Movement

Two One-Ways @ 13 ft.
Both sides angled @ 17 ft. marked
None
54 ft.

none
13 ft.
Tree wells 5' x 20'
86 ft.

15 ft.
25 MPH
Curb
Trees at 30' o.c. Avg

TABLE 209-6G THOROUGHFARE ASSEMBLIES

FORM BASED DEVELOPMENT

Use Pattern

STREETSCAPE TYPES

RR: Rural Road
 PW: Parkway
 AL: Alley
 RS: Residential Street
 SS: Standard Street
 CS: Commercial Street
 BV: Boulevard
 AV: Avenue

BV-132-82

Transect	T3, T4, T5, T6
Type	Transit Boulevard
Movement	Free Movement
Traffic Lanes	4 lanes Automobile @ 12 or 11 ft.; 2 Bus lanes @ 12 ft.
Parking Lanes	None
Bike Lanes	2 bike lanes @ 6 ft.
Total Pavement Width	82 feet
Median	2 medians @ 10 ft.
Sidewalk Width	5 ft.
Planter Width	10 ft.
Total R.O.W.	132 ft.
Curb Radius	15 ft.
Design Speed	35 and Above MPH
Road Edge Treatment	Curb
Planting	Trees at 30' o.c. Avg.

BV-138-88

Transect	T3, T4, T5, T6
Type	Boulevard
Movement	Free Movement
Traffic Lanes	4 lanes @ 12 ft.
Parking Lanes	8 ft. (unmarked in a 20 foot lane)
Bike Lanes	None
Total Pavement Width	88 ft.
Median	3 Medians @ 8 ft.
Sidewalk Width	6 ft.
Planter Width	7 ft.
Total R.O.W.	138 ft.
Curb Radius	15 ft.
Design Speed	35 and Above MPH; 20-25 mph slip roads
Road Edge Treatment	Curb
Planting	Trees at 30' o.c. Avg.

TABLE 209-6G THOROUGHFARE ASSEMBLIES

FORM BASED DEVELOPMENT

Use Pattern

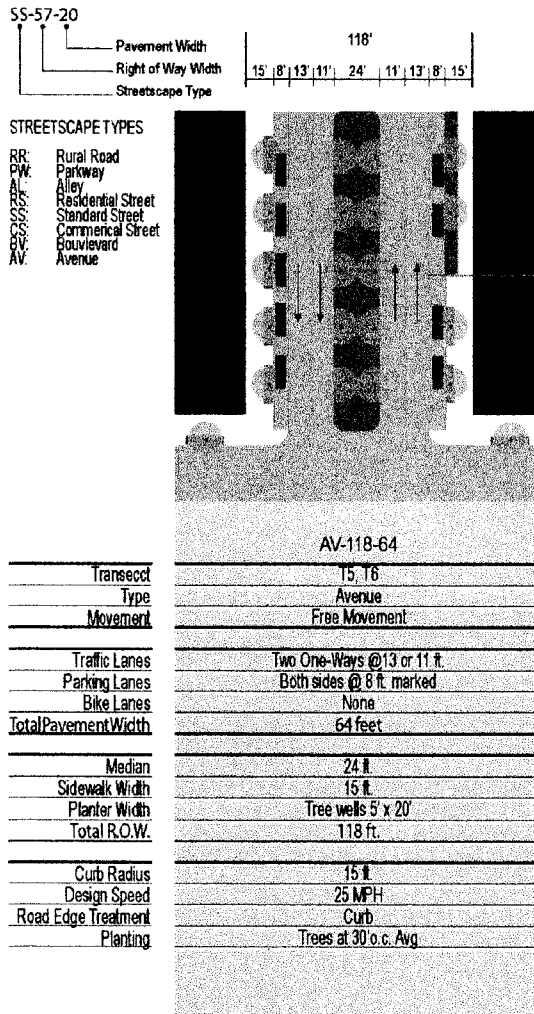


TABLE 209-7 BIKE FACILITY DESIGN GUIDE

FORM BASED DEVELOPMENT

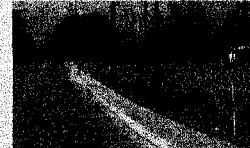
Use Pattern

COMMON BIKE FACILITIES

BIKE LANE: THE PORTION OF A ROADWAY DESIGNATED BY STRIPING, SIGNAGE, AND MARKINGS LOCATED OUTSIDE OF THE VEHICLE LANE FOR THE EXCLUSIVE USE OF BICYCLISTS. (MINIMUM 4 FEET WIDE; RECOMMENDED 5 FEET WIDE)



BIKE ROUTE: A ROADWAY, WHICH IS OPEN TO BOTH BICYCLE AND MOTOR VEHICLE TRAVEL THAT HAS BEEN DESIGNATED BY SIGNAGE, NOT MARKED, AS A PREFERRED ROUTE FOR BICYCLE USE. ROUTES MAY BE LOCATED ON EXISTING ROADWAYS, STREETS WITH CURB LANES, OR ROADS WITH A PAVED SHOULDER THAT MEET THE MINIMUM LANE WIDTH REQUIREMENT. (MINIMUM OUTSIDE LANE WIDTH OF 14 FEET)

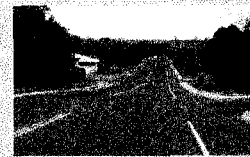


MULTI-USE OR SHARED-USE PATH: A MULTI-USE PATH SEPARATED FROM THE ROADWAY BY AN OPEN SPACE OR BARRIER. SHARED-USE PATHS MAY ALSO BE USED BY PEDESTRIANS, SKATERS, WHEELCHAIR USERS, JOGGERS AND OTHER NON-MOTORIZED USERS. (MINIMUM 8 FEET WIDE; RECOMMENDED 10 TO 12 FEET WIDE)



ADDITIONAL BICYCLE ACCOMMODATIONS

IMPROVED SHOULDER OR EDGE LINE: THE PAVED PORTION OF A ROADWAY TO THE RIGHT OF A WHITE EDGE LINE, WHICH FUNCTIONS AS A BIKE LANE WITHOUT SIGNAGE OR PAVEMENT MARKINGS. THE CITY OF SAN ANTONIO USES THIS TREATMENT WHEN ON STREET PARKING IS PREVALENT OR WHEN MINIMUM STREET WIDTHS ARE NOT ADEQUATE TO PROVIDE FULL BICYCLE FACILITIES. (VARYING WIDTHS, GENERALLY 4 TO 6 FEET)



WARNING SIGNAGE: SIGNAGE TO INDICATE TO MOTORISTS THAT BICYCLIST MAY BE PRESENT AND THEIR LEGAL RESPONSIBILITY TO SHARE THE ROAD WITH CYCLISTS. ALSO INSTALLED IN ADVANCE OF BICYCLE FACILITIES



TABLE 209-8 STREETLIGHT ILLUSTRATIONS

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-8: Street Light Illustrations Street Lighting varies in brightness (as shown in the text of the code) and also in the character of the fixture according to the rural to urban transect. The table shows five common types. A listed set of streetlights corresponding to these types would be approved by the utility company.






	T1	T2	T3	T4	T5	T6
Cobra Head 	■					
Pipe 	■	■	■			
Post 		■	■	■		
Column 				■	■	■
Double Column 					■	■

TABLE 209-9A CIVIC SPACE TYPES AND 209-9B PUBLIC TRANSIT

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-9A: Civic Space Types The intended types of civic space are diagrammed and described in this table. These are only illustrative; specific designs would be prepared in accordance to these verbal descriptions rather than closely based on these diagrams.

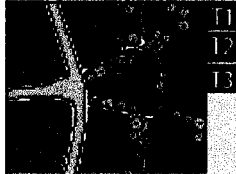
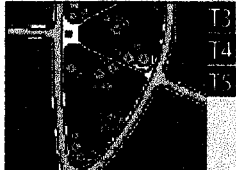
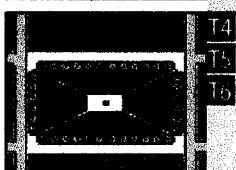
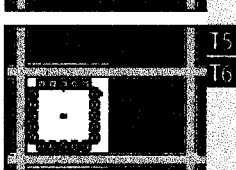
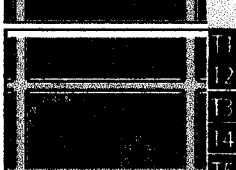
<p>a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of paths and trails, meadows, woodland and open shelters; all naturalistically disposed. Parks may be linear, following the trajectories of natural corridors. The minimum size shall be 8 acres.</p>	
<p>b. Green: An open space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 8 acres.</p>	
<p>c. Square: An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.</p>	
<p>d. Plaza: An open space, available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas shall be located at the intersection of important streets. The minimum size shall be 1/2 acre and the maximum shall be 2 acres.</p>	
<p>e. Playground: An open space designed and for children's recreation. A playground may include an open shelter and shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.</p>	

TABLE 209-9B: Allowable Public Transit Facilities by Transect Zone

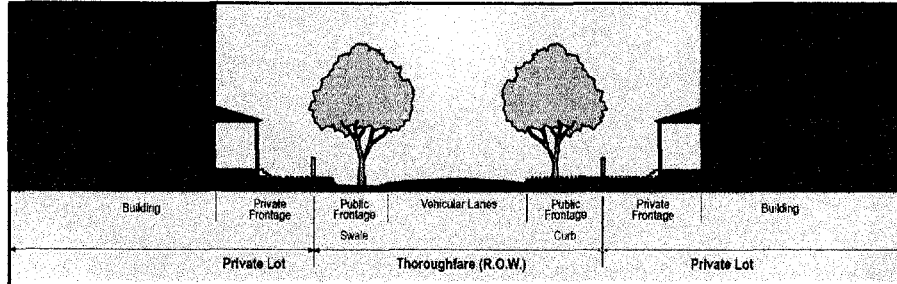
TYPE OF TRANSIT	T1	T2	T3	T4	T5	T6	SD
BUS SHELTER			■	■	■	■	■
TRANSIT SHELTER					■	■	■
PARK AND RIDE			■	■			■

TABLE 209-10 EXPLANATORY DIAGRAMS

FORM BASED DEVELOPMENT

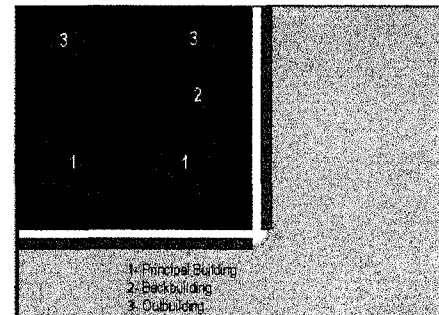
Use Pattern

A. Thoroughfare & Frontage This diagram shows how the Thoroughfare Design and Public Frontages (Table 206-6), as well as Private Frontages (Table 209-12) come together to create a streetscape.



B. Building Disposition This diagram illustrates where the Principal, Backbuilding, and Outbuildings should be located in relation to each other on the lot.

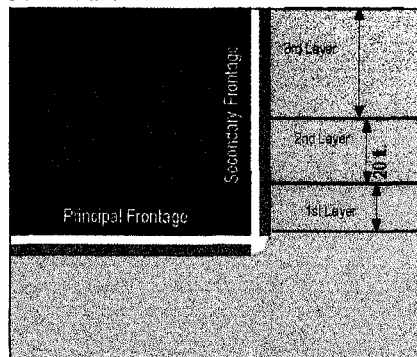
B. BUILDING DISPOSITION



C. Lot Layers This diagram illustrates what constitutes the different lot layers.

D. Frontage & Lot Lines This diagram illustrates where the Frontage line, Lot Line, Facade, and Elevations are located on a lot and building.

C. LOT LAYERS



D. FRONTAGE & LOT LINES

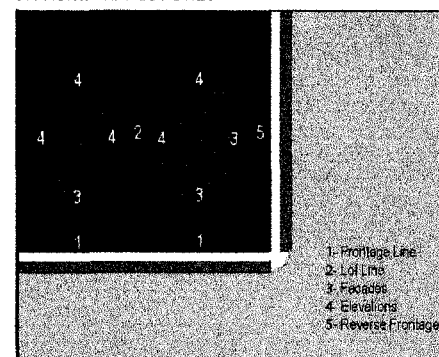


TABLE 209-11 BUILDING DISPOSITION

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-11: Building Disposition estimates the location of the structure relative to the boundaries of each individual lot, ranging from more rural to more urban types. This provides a rough approximation of the suitable building types for each Transect Zone.


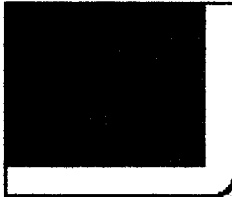

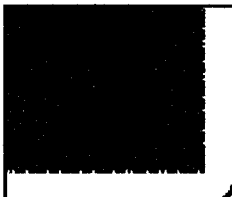
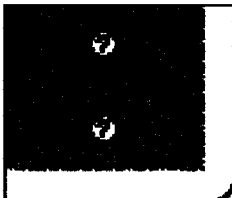
<p>a. Edge Yard: A building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed backbuilding and/or outbuilding.</p>	 <p>T1 T2 T3 T4</p>
<p>b. Side Yard: A building that occupies one side of the lot with the setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.</p>	 <p>T3 T4 T5</p>
<p>c. Rear Yard: A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous facade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking.</p>	 <p>T4 T5 T6</p>
<p>d. Court Yard: A building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>	 <p>T4 T5 T6</p>
<p>e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation, such as factories or airports, are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included. Certain types, such as hospitals, may also require exemption from disposition requirements.</p>	 <p>SP</p>

TABLE 209-12 PRIVATE FRONTAGES

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-12: The Private Frontage is the layer between the building and the lot line. It is important as it is providing the manner in which the building facade meets the pedestrian. The relationship between this table and Table 209-6 is diagrammed in Table 209-10.

205-10.3 is diagrammed in table 205-10.3.

SECTION

LOT LINE

ROW

PUBLIC

FRONTAGE

PLAN

LOT LINE

ROW

PUBLIC

FRONTAGE

a. Common Yard: a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.

T2
T3

b. Porch & Fence: a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroaching. A fence at the frontage line maintains the demarcation of the yard. The porches shall be no less than 8 feet deep.

T3
T4

c. Terrace or Light Court: a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes.

T4
T5

d. Forecourt: a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.

T4
T5
T6

e. Stoop: a frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.

T4
T5
T6

f. Shopfront and Awning: a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.

T4
T5
T6

g. Gallery: a frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.

T4
T5
T6

h. Arcade: a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.

T5
T6

TABLE 209-13A GENERAL FUNCTION

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-13A: Transect-based functional classifications are gradual rather than categorical (as in conventional use zoning). Residential, lodging, office and retail occur to varying degrees in all urban Transect Zones (T3-T6) in the declension of Restricted, Limited, and Open. For greater precision see Table 209-13B.

	T3	T4	T5,T6
a. RESIDENTIAL	Restricted Residential: The number of dwellings on each lot is restricted to one within a principal building and one within an ancillary building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the ancillary dwelling shall not exceed 500 square feet.	Limited Residential: The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (Table 209-17).	Open Residential: The number of dwellings on each lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (Table 209-17).
b. LODGING	Restricted Lodging: The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling.	Limited Lodging: The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to twelve, in addition to the parking requirement for the dwelling.	Open Lodging: The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom.
c. OFFICE/ SERVICE	Restricted Office: The building area available for office use on each lot is restricted to the first story of the principal or the ancillary building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Limited Office: The building area available for office use on each lot is limited to the first story of the principal building and/or to the ancillary building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Open Office: The building area available for office use on each lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
d. RETAIL	Restricted Retail: The building area available for retail use is restricted to one block corner location at the first story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling.	Limited Retail: The building area available for retail use is limited to the first story of buildings at corner locations, not more than one per block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling.	Open Retail: The building area available for retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net retail space. Retail spaces under 1500 square feet are exempt from parking requirements.
e. CIVIC	See Table 209-13B.	See Table 209-13B.	See Table 209-13B.
f. OTHER	See Table 209-13B.	See Table 209-13B.	See Table 209-13B.

TABLE 209-13B SPECIFIC FUNCTION

FORM BASED DEVELOPMENT

Use Pattern

TABLE 209-13B: Specific Function

	T1	T2	T3	T4	T5	T6	SD
a. RESIDENTIAL							
Apartment building				■	■	■	
Townhouse				■	■	■	
Duplex house				■	■	■	
Sidyard house			■	■	■		
Cottage			■	■			
Detached House		■	■	■			
Estate House		■					
Accessory Unit		■	■	■	■		
Loft					■	■	
Live Work Unit			■	■	■	■	
Courtyard House*				■	■	■	
Stacked Flats				■	■	■	
Triplex				■	■	■	
Quadplex				■	■		
Mixed-Use Block**					■	■	

■ By Right
□ Permitted on B-Grid Streets only

*Courtyard Housing includes Hybrid Court and Bungalow Court

**Mixed Use Block includes Tower on Podium and Liner Buildings

b. LODGING							
Hotel (no room limit)					■	■	■
Inn (up to 12 rooms)		■		■	■	■	
Inn (up to 5 rooms)		■	■	■	■	■	
School dormitory				■	■	■	■

c. OFFICE							
Office building				■	■	■	■
Live-work unit			■	■	■	■	

d. RETAIL							
Open-market building		■	■	■	■	■	■
Retail building				■	■	■	■
Display gallery				■	■	■	■
Restaurant				■	■	■	■
Bar/Tavern				■	■	■	■

e. CIVIC							
Bus shelter			■	■	■	■	■
Convention center							■
Conference center					■	■	■
Exhibition center							■
Fountain or Public art		■	■	■	■	■	■
Library		■	■	■	■	■	■
Live theater				■	■	■	■
Movie theater					■	■	■
Museum			■	■	■	■	■
Outdoor auditorium		■	■	■	■	■	■
Parking structure					■	■	■
Transit/Passenger terminal					■	■	■
Playground		■	■	■	■	■	■
Sports stadium						■	■
Primary Use Parking Lot				□	■	■	■
Religious assembly	■	■	■	■	■	■	■
Transit Center					■	■	■
Park and Ride			■	■			■

TABLE 209-13B SPECIFIC FUNCTION (CONTINUED)

FORM BASED DEVELOPMENT

Use Pattern

	T1	T2	T3	T4	T5	T6	SD
f. OTHER: AGRICULTURE							
Grain storage	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Livestock pen	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Nursery/Greenhouse	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Stable	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Outdoor Kennel	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
f. OTHER: AUTOMOTIVE							
Gasoline station		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Automobile service					<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Truck maintenance					<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Drive-through facility						<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rest stop	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Outdoor Vehicle Sales							<input checked="" type="checkbox"/>
Shopping center							<input checked="" type="checkbox"/>
f. OTHER: CIVIL SUPPORT							
Fire station			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Police station			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Cemetery		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Funeral home				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Hospital					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Medical clinic				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f. OTHER: EDUCATION							
College/University				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
High school			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Trade school				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Elementary school			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Other Childcare center		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f. OTHER: INDUSTRIAL							
Heavy industrial facility							<input checked="" type="checkbox"/>
Light industrial facility							<input checked="" type="checkbox"/>
Truck depot							<input checked="" type="checkbox"/>
Laboratory facility							<input checked="" type="checkbox"/>
Water supply facility							<input checked="" type="checkbox"/>
Sewer and waste facility							<input checked="" type="checkbox"/>
Electric substation							<input checked="" type="checkbox"/>
Light Industrial Ancillary Use					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Cremation Facility							<input checked="" type="checkbox"/>
Warehouse							<input checked="" type="checkbox"/>
Produce storage							<input checked="" type="checkbox"/>
Mini-storage					<input type="checkbox"/>		<input checked="" type="checkbox"/>

☒ By Right
☐ Permitted on B-Grid Streets only

TABLE 209-14A PARKING STANDARDS: REQUIRED PARKING
AND TABLE 209-14B PARKING STANDARDS: SHARING FACTOR

FORM BASED DEVELOPMENT
Use Pattern

TABLE 209-14A and 209-14B: The Required Parking table (209-14A) summarizes the parking requirements of Table 209-6D for each site or, conversely, the amount of building allowed on each site given the parking available. Use the Sharing Factor (209-14B) in the event of mixed use (defined as two dissimilar functions occurring within any two adjacent blocks or a proximity). The actual parking required is calculated by adding the total number of spaces required by each separate function and dividing the total by the appropriate factor from the Sharing Factor matrix. An example of this calculation: The residential function requires 10 spaces while the office portion requires 12 spaces. Independently they would require 22 spaces, but when divided by the sharing factor of 1.4, they would require only 16 spaces. A second way to calculate: If there is a total of 22 spaces available for residential and office, multiplying this by the factor 1.4 gives the equivalent of 30 spaces. Buildings may be designed to a functional density corresponding to 30 parking spaces. (Note: When three functions share parking, use the lowest factor so that enough parking is assured)

TABLE 209-14A

REQUIRED PARKING (See Table 209-13A)			
	12/13	14	15/16
RESIDENTIAL	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling
LODGING	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom
OFFICE	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
RETAIL	4.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.
CIVIC	Refer to Table 35-526-3b: Parking in Nonresidential Use Districts		
OTHER	Refer to Table 35-526-3b: Parking in Nonresidential Use Districts		

TABLE 209-14B

SHARING FACTOR		
Function	with	Function
RESIDENTIAL		RESIDENTIAL
LODGING		LODGING
OFFICE		OFFICE
RETAIL		RETAIL

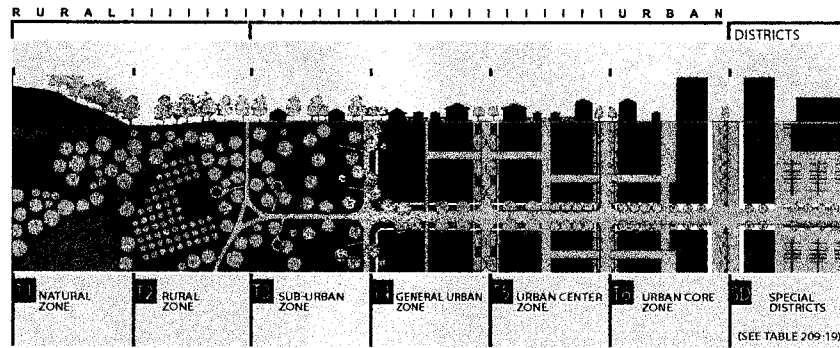


TABLE 209-18 TRANSECT ZONE SUMMARY

A. ALLOCATION OF ZONES						
Hamlet (H)	50 % min.		10 - 30 %	20 - 40 %	not permitted	not permitted
Village (V)	no minimum	no minimum	10 - 40 %	20 - 60 %	10 - 45 %	not permitted
Regional Center (R)	no minimum	no minimum	not permitted	10 - 40 %	10 - 60 %	20 - 70 %
Infill Village	not applicable	not applicable	10 - 80 %	10 - 80 %	10 - 80 %	not applicable
Infill Regional Center	not applicable	not applicable	not applicable	10 - 80 %	10 - 80 %	10 - 80 %
B. BASE RESIDENTIAL DENSITY						
By Right	1 unit / 100 ac. gross max.	1 unit / 20 ac. gross max.	2 unit / ac. gross max.	4 units / ac. gross max.	6 units / ac. gross max.	12 units / ac. gross max.
By Density Bonus	by exception	by exception	4 units / ac. gross min.	6 units / ac. gross min.	12 units / ac. gross min.	no min.
Other Functions			0 - 20 %	10 - 30 %	30 - 60 %	30 - 70 %
C. BLOCK SIZE						
Block Perimeter	no maximum	no maximum	3000 ft. max.	2400 ft. max.	2000 ft. max.	2000 ft. max. ²
D. PUBLIC FRONTAGES (see Table 209-6E and 209-6F)						
PW	permitted	permitted	not permitted	not permitted	not permitted	not permitted
BV	not permitted	not permitted	permitted	permitted	permitted	permitted
RR	permitted	permitted	permitted	not permitted	not permitted	not permitted
RS	not permitted	not permitted	permitted	permitted	not permitted	not permitted
SS & AV	not permitted	not permitted	permitted	permitted	permitted	permitted
CS & AV	not permitted	not permitted	not permitted	not permitted	permitted	permitted
Alley	not permitted	not permitted	permitted	permitted	required	required
E. CIVIC SPACE (see Table 209-9A)						
Park	permitted	permitted	permitted	not permitted ³	not permitted ³	not permitted ³
Green	not permitted	not permitted	permitted	permitted	permitted	not permitted
Square	not permitted	not permitted	not permitted	permitted	permitted	permitted
Plaza	not permitted	not permitted	not permitted	not permitted	permitted	permitted
Playground	permitted	permitted	permitted	permitted	permitted	permitted
F. LOT OCCUPATION						
Lot Area	by exception	25 ac. avg.	5,000 sq. ft. avg.	2,500 sq. ft. avg.	1,500 sq. ft. avg.	no min.
Lot Coverage ⁴	by exception	by variance	60% max.	70% max.	80% max.	90% max.
G. SETBACKS - PRINCIPAL BUILDING						
Front Setback (Principal)	not applicable	48 ft. min.	20 ft. min.	0 ft. min., 18 ft. max.	0 ft. min., 12 ft. max.	0 ft. min., 12 ft. max.
Front Setback (Secondary)	not applicable	40 ft. min.	12 ft. min.	0 min., 18 ft. max.	0 ft. min., 12 ft. max.	0 ft. min., 12 ft. max.
Side Setback	not applicable	96 ft. min.	12 ft. min.	0 ft. min.	0 ft. min., 12 ft. max.	0 ft. min., 24 ft. max.
Rear	not applicable	60 ft. min.	12 ft. min.	3 ft. min.	3 ft. min.	0 ft. min.
Frontage Buildout	not applicable	not applicable	40% min.	80% min.	80% min.	80% min.
H. SETBACKS - OUTBUILDING						
Front Setback	not applicable	20 ft. min., +bldg setback	20 ft. min., +bldg setback	24 ft. min., +bldg setback	40 ft. max from rear prop.	not applicable
Side Setback	not applicable	3 ft. or 8 ft.	3 ft. or 8 ft.	0 ft. min or 3 ft.	0 ft. min.	not applicable
Rear Setback	not applicable	3 ft. min.	3 ft. min.	3 ft.	3 ft. max.	not applicable
I. BUILDING DISPOSITION (see Table 209-11)						
Edge Yard	permitted	permitted	permitted	permitted	not permitted	not permitted
Side Yard	not permitted	not permitted	not permitted	permitted	permitted	not permitted
Rear Yard	not permitted	not permitted	not permitted	permitted	permitted	permitted
Court Yard	not permitted	not permitted	not permitted	permitted	permitted	permitted
J. PRIVATE FRONTAGES (see Table 209-12)						
Common Yard	not applicable	permitted	permitted	not permitted	not permitted	not permitted
Porch & Fence	not applicable	not permitted	permitted	permitted	not permitted	not permitted
Terrace or L.C.	not applicable	not permitted	not permitted	permitted	permitted	not permitted
Forecourt	not applicable	not permitted	not permitted	permitted	permitted	permitted
Stoop	not applicable	not permitted	not permitted	permitted	permitted	permitted
Shopfront & Awning	not applicable	not permitted	not permitted	permitted	permitted	permitted
Gallery	not applicable	not permitted	not permitted	permitted	permitted	permitted
Arcade	not applicable	not permitted	not permitted	not permitted	permitted	permitted
K. BUILDING HEIGHT						
Principal Building	not applicable	2 stories max.	2 stories max.	4 stories max.	6 stories max., 2 min. ⁵	20 stories max., 2 min. ⁵
Outbuilding	not applicable	2 stories max.	2 stories max.	2 stories max.	2 stories max.	not applicable
L. BUILDING FUNCTION (see Tables 209-13A & 209-13B)						
Residential	restricted use	restricted use	restricted use	limited use	open use	open use
Lodging	not permitted	restricted use	restricted use	limited use	open use	open use
Office	not permitted	not permitted	restricted use	limited use	open use	open use
Retail	not permitted	not permitted	restricted use	limited use	open use	open use

SECTION (f)

SECTION (c) & (d)

- For purposes of calculating other functions use 16 ac/7 gross min.
- 2,000 ft. max. for blocks with parking structures.
- Parks built in 14, 15 and 16 shall be created as special districts.
- Refers to the percentage of the lot that can be covered by the structure.
- Single story buildings are permitted if they follow all of the following requirements:
 - the buildings are no more than 40% of a 1-acre block face
 - the buildings are not located on street corners

TABLE 209-19 SPECIAL DISTRICTS SUMMARY

Note: This table to be completed as each Specialized District is approved.

	DISTRICT 15-1	DISTRICT 15-2	DISTRICT 15-3	DISTRICT 15-4	DISTRICT 15-5	DISTRICT 15-6	DISTRICT 15-7
A. ALLOCATION OF ZONES							
a. CLD / Cluster	X						
b. TND / Village	X						
c. TOD / Town	X						
B. BASE DENSITY ALLOCATION							
a. Housing By Right	X unit / X ac. avg.						
b. Housing By TDR	X						
c. Other Functions	X						
C. BLOCK SIZE							
a. Block Perimeter	X						
D. PUBLIC FRONTAGE							
a. Rural Road	X						
b. Standard Road	X						
c. Residential Road	X						
d. Residential Street	X						
e. Standard Street	X						
f. Commercial Street	X						
g. Avenue	X						
h. Boulevard	X						
i. Rear Lane	X						
j. Rear Alley	X						
k. Path	X						
l. Passage	X						
m. Bicycle Trail	X						
n. Bicycle Lane	X						
o. Bicycle Route	X						
E. CIVIC SPACE							
a. Path	X						
b. Green	X						
c. Square	X						
d. Plaza	X						
e. Playground	X						
F. LOT OCCUPATION							
a. Lot Area	X						
b. Lot Coverage	X						
G. BUILDING SETBACK							
a. Front	X						
b. Side	X						
c. Rear	X						
H. BUILDING DISPOSITION							
a. Edgeyard	X						
b. Sideyard	X						
c. Rearyard	X						
d. Courtyard	X						
I. PRIVATE FRONTAGE TYPE							
a. Common Lawn	X						
b. Porch & Fence	X						
c. Terrace	X						
d. Forecourt	X						
e. Stoop	X						
f. Shopfront	X						
g. Gallery	X						
h. Arcade	X						
i. Parking Lot	X						
J. BUILDING HEIGHT							
a. Principal Building	X						
b. Outbuilding	X						
K. BUILDING FUNCTION							
a. Residential	X						
b. Lodging	X						
c. Office	X						
d. Retail	X						

DISPOSITION

CONFIGURATION

FUNCTION

FORM BASED DEVELOPMENT
Use Pattern

SECTION 2. Chapter 35, Article III is amended by adopting Section 35-357 to the City Code of San Antonio, Texas as follows:

ARTICLE III – ZONING

DIVISION 5..SPECIAL DISTRICTS	222
35-340 PURPOSE	222
35-341 “MXD” MIXED USE DISTRICT	222
35-342 “TOD” TRANSIT ORIENTED DEVELOPMENT DISTRICT	224
35-343 “IDZ” INFILL DEVELOPMENT ZONE.....	225
35-344 “PUD” PLANNED UNIT DEVELOPMENT DISTRICT.....	232
35-345 “MPCD” MASTER PLANNED COMMUNITY DISTRICTS.....	241
35-346 REPEALED	252
35-347 “BP” BUSINESS PARK DISTRICT	252
35-348 “ED” ENTERTAINMENT DISTRICT	253
35-349 “SGD” SAND AND GRAVEL DISTRICT	256
35-350 “QD” QUARRY DISTRICT	262
35-351 “MR” MILITARY RESERVATION DISTRICT	270
35-352 “DR” DEVELOPMENT RESERVE	270
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35-357 **"FBZD" Form Based Zoning District**

The Form Based Zoning District is a special district established to encourage a sustainable pattern of development by concentrating growth in Hamlets, Villages and Regional Centers while preserving and protecting prime agricultural land, environmentally sensitive areas, important natural features and open space. Hamlets, Villages and Regional Centers are compact, pedestrian-oriented and mixed-use with a focus on creating communities where the ordinary activities of daily living occur within walking distance of most dwellings. Lot and building standards including building disposition, building configuration, building function, parking standards, architectural standards, landscape standards and signage standards are governed by Land Use Plans, Development Pattern Plans and Transect Zones.

(a) **Development Standards**

Development within an "FBZD" shall comply with the Form Based Development Use Pattern in section 35-209. The remaining sections of chapter 35 continue to be applicable to issues not addressed by section 35-209 or this section. The provisions of section 35-209, when in conflict, shall take precedence over those other sections in chapter 35. Section 35-209 shall control for development standards including, but not limited to:

- (1) Lot and building layout and dimensions
- (2) Transportation and stormwater management infrastructure
- (3) Parks and open space
- (4) Parking and loading
- (5) Landscaping and buffering

(b) **Consolidated Review Committee**

- (1) The Development Services Department shall establish a Consolidated Review Committee (CRC) comprising a representative from each of the various regulatory agencies and staff that have jurisdiction over the permitting of a project. The CRC shall provide a single interface with the developer.
- (2) The composition of the CRC shall be as provided in section 35-209(b)(3) Process. The CRC shall issue a Certificate of Compliance for approvals of Master Development Pattern Plans, Plats and Building Plans.
- (3) Decisions rendered by the CRC may be appealed to the Director of the Development Services Department.

(c) **Uses**

An "FBZD" may include residential, commercial, industrial and civic uses as permitted by Table 35-209-13A General Function and Table 35-209-13B Specific Function.

(d) Size

Minimum size requirements are based on development patterns (e.g. Hamlets, Villages, Regional Centers). Development Patterns require a minimum acreage size specified in section 35-209(d)(3) Development Patterns.

(e) Completeness Review

- (1) For all applications for "FBZD" zoning, the Director of the Planning and Community Development Department shall prepare a sector analysis. The sector analysis shall incorporate regional planning principles based on geographic characteristics (including, but not limited to, topography and transportation networks) and growth management priorities by utilizing the sector system described in section 35-209(c) Sector Analysis Report. This analysis shall be used to determine the appropriateness of the zoning request within the context of a regional planning perspective.
- (2) An application for "FBZD" zoning for an area that lies within the boundaries of an adopted neighborhood, community or perimeter plan, or any other plan adopted pursuant to section 35-420 Comprehensive, Neighborhood, Community and Perimeter Plans, shall be subject to the completeness review criteria in section 35-421(c) Completeness Review. If the zoning commission makes a determination that the zoning request is inconsistent with the master plan policies or the land use element of the applicable neighborhood, community or perimeter plan, then the application for rezoning shall not be deemed complete until a completed application for a master plan amendment is filed.

(f) Zoning Site Plan

- (1) A Zoning Site Plan shall be filed with any request for "FBZD" zoning. An application for "FBZD" zoning shall not be deemed complete unless accompanied by a Zoning Site Plan.
- (2) A Zoning Site Plan shall include the following information:
 - A. Legal description and exhibit of the property at appropriate scale showing the boundaries of the area to be zoned "FBZD"
 - B. Location of Development Patterns (e.g. Hamlets, Villages and Regional Centers) and Special Districts. A metes and bounds description of each Development Pattern and Special District (if applicable) and an exhibit showing the boundaries of the Development Pattern or Special District shall be provided
 - C. Location of Transect Zones. Transect Zones shall be clearly identified and include an acreage notation (precise to 1/100th of an acre). A table that specifies the allocation of Transect Zones within each Development Pattern expressed in total acreage and as a percentage of the total acreage of the Development Pattern shall be provided
 - D. Location of Pedestrian sheds

- E. Location of Avenues, Boulevards, Commercial Streets and Standard Streets that provide connectivity between Development Patterns and/or provide connectivity to major regional arterials
 - F. Land use allocation table for each Special District (if applicable). Land uses within each Special District shall also be shown on the site plan
- (3) The Zoning Site Plan shall be governed by section 35-421(c) Completeness Review and section 35-421(e) Approval Criteria of this chapter. The Zoning Site Plan shall also be reviewed for compliance with the terms of this section and section 35-209.
 - (4) A Zoning Site Plan shall be reviewed by the zoning commission and approved by the city council concurrent with the application for rezoning to "FBZD." The zoning ordinance shall provide that adherence to the Zoning Site Plan, or the amended Zoning Site Plan, is required within the "FBZD" provided, however, that a rezoning shall not be required for the approval of a minor change to the Zoning Site Plan as defined in subsection (g)(2) of this section.
 - (5) The approved Zoning Site Plan shall accompany all subsequent development applications (including, but not limited to, Master Development Pattern Plans, Plans and Building Plans).

(g) Amendments to Zoning Site Plan

- (1) Revisions to a previously approved Zoning Site Plan shall be classified as minor or major changes. An application for a minor or major change to a Zoning Site Plan shall be subject to section 35-421(c) Completeness Review provisions of this chapter. Within five (5) working days after filing the proposed revisions, required items and information, the Consolidated Review Committee (CRC) shall provide a written response indicating whether or not the submitted revised Zoning Site Plan has been accepted as a minor or major revision. If it is determined by the CRC that the revised submittal is considered a minor change then said submittal shall be processed by the CRC and shall not require review by the zoning commission or approval by the city council. If it is determined by the CRC that the proposed revision is a major change then said proposed major revision shall be processed in the same manner as the initial Zoning Site Plan submittal described in subsection (f) of this section.
- (2) A minor amendment to a Zoning Site Plan shall include:
 - A. A deviation of 5% or less in the size and/or location of a Transect Zone, subject to the following:
 - 1. A change to a Transect Zone shall maintain the overall allocation of transect zones within the permitted range for each Development Pattern as listed in Table 35-209-18 Transect Zone Summary
 - 2. A Transect Zone shall only be changed to a lower Transect Zone or the next highest Transect Zone
 - B. A deviation in the location of a street required to be included on the Zoning Site Plan of less than a maximum block length as defined for that Transect Zone.
- (3) Any other revision to an "FBZD" site plan not described in subsection (2) above shall be deemed a major change.

(h) Master Development Pattern Plan Required

- (1) A Master Development Pattern Plan shall be required for every Form Based Development. A Master Development Pattern Plan shall include all areas within a Form Based Development to include all Development Patterns and Special Districts. A Master Development Pattern Plan shall be approved through the Master Development Plan (MDP) process in section 35-412 Master Development Plan with coordination provided by the CRC.
- (2) A Master Development Pattern Plan application shall include the following information:

 - A. The approved Zoning Site Plan
 - B. A Master Development Pattern Site Plan showing the location and extent of:

 1. Transect Zones. Transect Zones shall be clearly identified and include an acreage notation (precise to 1/100th of an acre).
 2. Pedestrian Sheds
 3. Street designations, by type
 4. Bicycle network
 5. Transit network
 6. Civic functions including civic spaces, civic building sites, and civic spaces for public transit
 7. School reserve (if applicable)
 8. Conservation easement boundaries (if applicable)
 9. B-Grid designations
 10. Mandatory and recommended frontage designations
 11. Cross block passage designations
 12. Terminated vista designations
 - C. Master Development Pattern Plan Tables shall include:

 1. Allocation of Transect zones within each Development Pattern expressed in total acreage and as a percentage of the total acreage of the Development Pattern
 2. Maximum block size within each Transect Zone
 3. Civic space allocation by Pedestrian Shed
 4. School area allocation by Development Pattern Plan
 5. If B-Grids are designated, measurement ratio of B-Grid frontages to Pedestrian Shed frontages
 6. Range of permitted private frontages, parks, lot occupation, building setbacks, building disposition, and building height by Transect Zone
 7. Density calculations and exchange rates for housing units to other functions as prescribed by section 35-209(d)(4) Density Calculations. The following additional materials are required if using one of the bonus density options:

 - a. For TDR option, identify receiving and sending areas in accordance with section 35-209(c)(2) Transfer of Development Rights
 - b. For Sustainable Design Option, include Sustainable Design Option Point System Matrix and Housing Mix Phasing Plan as detailed in section 35-209(d)(5) Density Bonus Options
 - D. Public frontage definitions, including details of thoroughfare assemblies

- E. Typical for each category of proposed functions to include lot occupation, building setbacks, building disposition, building height and parking spaces
- F. Tree Master Plan (refer to section 35-523 Tree Preservation)
- G. The following general application requirements included on the site plan or as a separate exhibit as necessary:
 - 1. Identification
 - a. Proposed name of development if not within a previously platted subdivision. The proposed name shall not duplicate the name of any plat previously recorded in the County
 - b. City assigned ID number
 - c. Name and address of owner of record, developer and designer
 - d. The names of all adjacent property owners as shown on current tax records
 - e. Certificate of agency or power of attorney if other than owner
 - f. Signature blocks prepared for the dated signatures of the chairperson and secretary (Director of Development Services or assignee) of the authorized approval entity
 - g. Date of preparation
 - 2. Location
 - a. Two Points identified by Texas Planes Coordinates
 - b. Basis of bearings used and a north arrow
 - c. A location map at a scale of not less than 1" = 2,000' indicating the location and distance in relation to adjacent streets and all surrounding major thoroughfares. The location map is to be located in the top left hand corner of the sheet.
 - d. The exterior boundaries as indicated from deeds or other instruments of the development area giving lengths and bearings of the boundary lines. If the proposed development is bounded by a watercourse, a closing meander traverse of that boundary shall be made and shown on the site plan. Where curving boundaries are used, sufficient data to establish the boundary on the ground shall be given; including the curve's radius, central angle and arc length
 - e. Graphic and written scale and north arrow
 - 3. Restrictions
 - a. Proposed covenants on the property, if any, including a map and legal description of area affected
 - b. Notation of any restrictions required by the City Council in accordance with this Ordinance
 - c. A development phasing schedule including the sequence for each phase; approximate size in area of each phase; and, proposed phasing of construction of public improvements, recreation and common open space areas
 - 4. Site Conditions
 - a. Existing topography with maximum contour interval of two (2) feet, except where existing ground is on a slope of less than five percent (5%) then either one foot contours or spot elevation shall be provided where necessary
 - b. All existing easements or right-of-way with street names impacting the development area, their nature and width

- c. The location of all entrances onto existing and/or proposed adjacent roadways, whether existing or proposed
- d. The location and dimension of all proposed or existing lots
- e. A delineation of EARZ, wetlands, floodplains and woodlands
- f. Traffic Impact Analysis (TIA) worksheet
- g. Utilities Plan
- h. Location of proposed fire hydrants, as part of a request for LOC
- i. A stormwater management plan

(3) The applicant may elect to omit certain eligible items from the initial Master Development Pattern Plan application. If these items are omitted from the initial application, they shall be submitted in a subsequent application or subsequent applications as an addendum to the Master Development Pattern Plan. These items shall be submitted according to a phasing schedule included with the initial application and shall be approved through the process described in subsection (1) of this section. The following items from subsection (2), above, are eligible for deferred submittal:

- A. Mandatory and recommended frontage designations
- B. Cross block passage designations
- C. Terminated vista designations
- D. The location and dimension of all proposed or existing lots
- E. The location of proposed fire hydrants, as part of a request for LOC

(4) An application for plat approval shall not be deemed complete until all items in subsection (2) above have been submitted and approved for the area that is the subject of the application for plat approval.

(5) Approval Criteria. No Master Development Pattern Plan shall be approved unless it conforms to all applicable requirements in this section and section 35-209.

(i) Rezoning of Property within an "FBZD"

No property within the boundaries of an "FBZD" site may be rezoned unless and until the Zoning Site Plan is amended pursuant to the provisions contained herein. In particular, any such amendment or rezoning application must be justified in terms of impact to utility infrastructure, roadway infrastructure and goals and purposes of the original Form Based Development.

(i) Development of a Form Based Development Within the city's Extraterritorial Jurisdiction

A Form Based Development may be developed within the city's extraterritorial jurisdiction provided that the Form Based Development is developed pursuant to an approved Master Development Plan as provided in section 35-412 Master Development Plan and the Form Based Development is designated as such on the Master Development Plan and meets the requirements set forth in this section and section 35-209. A Master Development Plan that is designated as a Form Based Development shall meet the requirements for a Master Development Pattern Plan and shall include a site plan that meets the requirements for a Zoning Site Plan as outlined in this section. If the property which is the subject of the Master Development Plan designated as a Form Based

Development is subsequently annexed into the City's zoning jurisdiction, then the City shall initiate a rezoning case for the subject tract to rezone the property to "FBZD". The permanent zoning of any Form Based Development that is initially located within the extraterritorial jurisdiction and is later annexed shall be consistent with the Master Development Plan governing the Form Based Development as provided in section 35-307 Newly Annexed Territory.

(k) Copy of "FBZD" Shall Be Made Available to the Public

The developer or landowner of an approved "FBZD" shall maintain a copy of the Master Development Pattern Plan within the sales office(s) located within the "FBZD". The site plan shall be displayed in a prominent location within the office so that it is easily viewable by the public. In addition copies of the Master Development Pattern Plan shall be made available at cost to members of the public upon request. This requirement shall continue until all property within the "FBZD" is developed.

SECTION 4. The provisions of the "FBZD" adopted herein shall be applicable to the area bounded on the North by Interstate Highway 410 South, on the East by Interstate Highway 37, on the South by a line 1350 feet South of the Medina River, and on the West by Interstate Highway 35, save and except the area known as Southside Study Area 5 disannexed by Ordinance No. 2007-02-08-0150, provided that the area known as Southside Study Area 7 annexed by Ordinance No. 2007-10-18-0013R shall be included. All portions of the area mentioned are depicted in Exhibit "A" attached hereto and incorporated herein for all purposes.

SECTION 5. All other provisions of Chapter 35 of the City Code of San Antonio, Texas shall remain in full force and effect unless expressly amended by this ordinance.

SECTION 6. Should any Article, Section, Part, Paragraph, Sentence, Phrase, Clause, or Word of this ordinance, for any reason be held illegal, inoperative, or invalid, or if any exception to or limitation upon any general provision herein contained be held to be unconstitutional or invalid or ineffective, the remainder shall, nevertheless, stand effective and valid as if it had been enacted and ordained without the portion held to be unconstitutional, invalid, or ineffective.

SECTION 7. Notice of these changes to the Unified Development Code shall not require the publication in an official newspaper of general circulation in accordance with Chapter 35, Article IV, Division 1, Table 403-1.

SECTION 8. The publishers of the City Code of San Antonio, Texas are authorized to amend said Code to reflect the changes adopted herein and to correct typographical errors and to format and number paragraphs to conform to the existing code.

SECTION 9. The City Clerk is directed to publish notice of these amendments to Chapter 35, Unified Development Code of the City Code of the City of San Antonio, Texas. Publication shall be in an official newspaper of general circulation in accordance with Section 17 of the City Charter.

SECTION 10. This ordinance shall become effective immediately upon passage with eight affirmative votes otherwise December 16, 2007.

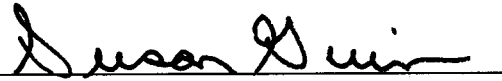
PASSED AND APPROVED this 6th day of December, 2007.


M A Y O R
PHIL HARDBERGER

ATTEST:


City Clerk

APPROVED AS TO FORM:


For City Attorney

**Planning Commission
Technical Advisory Committee
& Planning Commission**

≈ September 28 2007 ≈

MINUTES

PRELIMINARY ITEMS

1. 1:30 p.m. – Call to Order

2. Roll Call

Members Present:

Cecilia Garcia
Robert Hanley
Francine S. Romero
Steve Hanan
Benjamin Youngblood
Linda Holsonback
Fred Pfeiffer
Peggy Tedford
Brad Peel

City Staff:

Fernando DeLeon, Assistant Director, DSD
Andrew Spurgin, DSD
Elizabeth Carol, DSD
Bill Telford, DSD
Luz M. Gonzales

Others:

Steve Heplin, Heplin & Assoc.
Abraham Diaz, Housing & Neighborhood Services

Member Absent:

Ramon Ruiz
Gene Dawson, Jr.
Michael W. Cude
Bob Liesman
Jody Sherrill
Erika Yucknies
Ann Van Pelt
Susan Wright

3. Presentation and consideration concerning amendments to the Unified Development Code including but not limited to the areas of Fencing (§35-514), Carports (§35-516), Building Over Common Property Lines (§35-515), Appeals to the Board of Adjustment (§35-481), Zoning Approval (§35-421), Master Plan Components (§35-105), and UD zoning districts (§35-310.15) (Development Services, by Bill Telford; Planning Manager/UDC Coordinator)

Amendment 6(b) Fencing Alternatives (1) Sport court fencing:

Motion:	Robert Hanley, to substitute the words “only within the rear yard” instead of “at least twenty (20) feet from the front property line,” and to change “five (5) feet” to “twenty (20) feet.”
Second:	Steve Hanan
In Favor:	unanimous
Opposed:	None
Motion Passed	

Amendment 6(b)(2) Architectural enclosure:

Motion: Fred Pfeiffer, to eliminate the amendment in its entirety.
Second: Robert Hanley
In Favor: unanimous
Opposed: None
Motion Passed

Amendment 6(b)(3) Large lot fencing:

Motion: Peggy Tedford, to accept staff's recommendation with the inclusion of the word "Open" before "Fencing," and "with at least 100 (100) feet of street frontage" before the word "or."
Second: Fred Pfeiffer
In Favor: Tedford, Pfeiffer, Hanley, Hanan, Youngblood, Peel, Holsonback
Opposed: Garcia, Romero
Motion Passed

Amendment 6(b)(4) Ornamental-Iron Fences:

Motion: Steve Hanan, to accept staff's recommendation
Second: Dr. Francine Romero
In Favor: Unanimous
Opposed: None
Motion Passed

Amendment 6(c) Fence Design (1) and (2)

Motion: Steve Hanan, to accept staff's recommendation with the request to leave "one hundred (100)" instead of the proposed "fifty (50)."
Second: Fred Pfeiffer
In Favor: Unanimous
Opposed: None
Motion Passed

Amendment 6(d) Height Limitation (1), Table of Heights with footnotes 1 through 3

Motion: Steve Hanan, to accept staff's recommendation with the deletion of the words "residential" and "or" within the first and second lines of footnote 2.
Second: Fred Pfeiffer
In Favor: Unanimous
Opposed: None
Motion Passed

Amendment 6(d) Height Limitation (2) A. through F.

Motion: Fred Pfeiffer, to accept staff's recommendation with the inclusion of "within twenty (20) feet or less" following the word "elevation" within the first line of 2B, and not to insert the word "public" within 2C.
Second: Robert Hanley
In Favor: Unanimous
Opposed: None
Motion Passed

Amendment 6(d) Industrial Districts

Motion: Robert Hanley, to accept staff's recommendation to delete the amendment in its entirety
Second: Peggy Tedford
In Favor: Unanimous
Opposed: None
Motion Passed

Amendment 6(e) Uses Adjoining Certain Residential Zoning Districts (1) through (4)

Motion: Robert Hanley, to accept staff's recommendation
Second: Linda Holsenback
In Favor: Unanimous
Opposed: None
Motion Passed

Amendment 6(f) Apartments, (1) through (3)

Motion: Steve Hanan, to accept staff's recommendation
Second: Robert Hanley
In Favor: Unanimous
Opposed: None
Motion Passed

Amendment 6(g) Residential Subdivision Perimeter Fencing, (1) Legislative Findings and Purpose, (2) Applicability, and (3) Standards A. through D.

Motion: Robert Hanley, to accept staff's recommendation with the deletion of the word "public" and to leave the words "collector or arterial" within (2) Applicability.
Second: Dr. Francine Romero
In Favor: Unanimous
Opposed: None
Motion Passed

Amendment 7 35-515 Lot Layout Regulations, (a) Buildings to be on a Lot

Motion: Robert Hanley, to accept staff's recommendation
Second: Steve Hanan
In Favor: Unanimous
Opposed: None

Amendment 8 Sec. 35-516. Setback and Frontage Regulations (g) Garages and Carports

Motion: Steve Hanan, to accept the Real Estate Council's suggestion
Second: Fred Pfeiffer
In Favor: Unanimous
Opposed: None

OTHER ITEMS

4. Consideration of the minutes for the September 5, 2007 Planning Commission Technical Advisory Committee meetings.

Motion: Steve Hanan, to adopt the minutes from the September 5, 2007 meeting as corrected
Second: Robert Hanley
In Favor: Unanimous
Opposed: None

5. Briefing on a change to the membership portion of the Establishment and Governance regarding the Open Space Advisory Board.

The Chair briefed the members of a change to the Establishment and Governance document changing the "Open Space Advisory Board" to the "Parks and Recreation Board."

6. Executive Session: consultation on attorney-client matters (real estate, litigation, contracts, personnel, and security matters) as well as any of the above agenda items may be discussed.

The Planning Commission Technical Advisory Committee did not enter into Executive Session.

7. Questions and Discussion

The committee did not entertain any questions nor was any further business discussed.

7. ADJOURNMENT, 3:30 p.m.

APPROVED:

Ms. Cecilia Garcia - Chairperson